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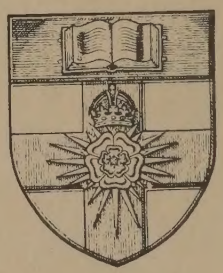

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FORTY-SEVEN VOLUMES.

—(*26.*)—

SHIPPING; HARBOURS;
WRECKS AND CASUALTIES.

Session
12 *March* 1894 —— 25 *August* 1894.

VOL. LXXVI.

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—(✠)—

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ACCOUNTS AND PAPERS:

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FORTY-SEVEN VOLUMES:—CONTENTS OF THE

TWENTY-SIXTH VOLUME.

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IN 1893.

Board of Trade, 29 May 1894.

COURTENAY BOYLE.

(Mr. Burt.)

Ordered, by The House of Commons, *to be Printed.*
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TABLE, No. 1.

UNITED KINGDOM—(Foreign Trade).

Tonnage of Sailing and Steam Vessels of different Nationalities, Entered and Cleared, Years 1840, 1850, 1860, 1870,

NATIONALITY.	1840.	1850.	1860.	1870.	1875.	1880.	1885.	
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	
British Ships	6,490,485	9,442,544	13,914,923	25,072,180	30,944,744	41,348,984	46,389,055	1
Foreign Ships :—								
American (U.S.)	- -	- -	2,981,697	1,265,902	1,160,197	1,006,388	520,353	2
Austrian	- -	- -	344,117	388,938	462,072	329,292	188,145	3
Belgian	- -	- -	132,133	318,952	516,961	533,557	560,976	4
Danish	- -	- -	759,987	753,070	1,084,291	1,384,699	1,487,310	5
Dutch	- -	- -	567,390	531,837	758,157	1,170,463	1,479,716	6
French	- -	- -	913,336	1,105,951	1,491,199	1,743,042	1,877,726	7
German	- -	- -	2,314,255	1,763,433	2,948,799	3,173,835	4,007,422	8
Italian	- -	- -	303,414	935,043	1,077,059	1,125,270	723,749	9
Norwegian	- -	- -	1,456,764	2,774,348	3,451,445	4,051,768	3,934,748	10
Russian	- -	- -	282,611	619,255	672,536	607,902	484,805	11
Spanish	- -	- -	142,836	312,446	452,826	635,996	929,815	12
Swedish	- -	- -	449,507	684,729	1,072,296	1,508,821	1,408,350	13
Other Countries	- -	- -	126,322	114,098	184,256	116,046	289,472	14
Total Foreign	2,949,182	5,062,520	10,774,369	11,568,002	15,332,094	17,387,079	17,892,587	15
Total British and Foreign	9,439,667	14,505,064	24,689,292	36,640,182	46,276,838	58,736,063	64,281,642	16

TABLE, No. 2.

UNITED KINGDOM—(Foreign Trade).

Tonnage of Steam Vessels of different Nationalities, Entered and Cleared, Years 1840, 1850, 1860, 1870,

NATIONALITY.	1840.	1850.	1860.	1870.	1875.	1880.	1885.	
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	
British Ships	663,048	1,802,955	4,186,620	13,341,058	20,932,484	30,976,037	39,794,162	1
Foreign Ships :—								
American (U.S.)	- -	- -	8,809	4,852	133,092	139,070	45,228	2
Austrian	- -	- -	300	6,746	20,705	501	43,183	3
Belgian	- -	- -	58,849	290,615	473,541	529,170	556,742	4
Danish	- -	- -	29,829	101,053	385,877	643,924	913,068	5
Dutch	- -	- -	123,242	165,490	463,219	940,558	1,289,168	6
French	- -	- -	44,025	296,346	566,545	996,866	1,478,995	7
German	- -	- -	389,318	446,765	1,147,717	1,438,467	2,706,120	8
Italian	- -	- -	432	8,903	5,727	12,827	101,980	9
Norwegian	- -	- -	18,115	28,517	130,511	201,897	575,394	10
Russian	- -	- -	22,696	102,856	113,978	65,633	98,974	11
Spanish	- -	- -	37,336	185,869	321,684	562,116	886,042	12
Swedish	- -	- -	16,165	63,166	371,269	650,973	752,593	13
Other Countries	- -	- -	31,737	30,095	45,760	55,903	268,218	14
Total Foreign	128,507	406,892	780,853	1,731,273	4,179,625	6,237,905	9,715,705	15
Total British and Foreign	791,555	2,209,847	4,967,473	15,072,331	25,112,109	37,213,942	49,509,867	16

TABLE, No. 1.

UNITED KINGDOM—(FOREIGN TRADE).

with CARGOES and in BALLAST, at PORTS in the UNITED KINGDOM, in each of the 1875, 1880, and 1885-93.

	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
1	*Tons.* 46,078,299	*Tons.* 47,949,937	*Tons.* 50,395,254	*Tons.* 52,469,654	*Tons.* 53,973,112	*Tons.* 53,957,435	*Tons.* 54,372,730	*Tons.* 54,148,664
2	392,268	292,055	264,148	325,610	291,933	306,044	222,509	464,468
3	112,492	131,678	157,297	125,796	117,831	133,941	175,019	191,136
4	620,726	663,847	662,609	792,394	873,109	952,263	952,619	1,022,546
5	1,463,675	1,458,362	1,573,360	1,760,130	1,854,002	1,889,871	1,950,635	1,772,837
6	1,486,970	1,795,665	2,087,219	1,920,296	1,900,891	1,943,854	2,144,103	2,155,707
7	1,782,752	1,756,003	1,977,149	1,867,569	1,686,974	1,851,100	1,938,898	1,787,538
8	3,535,926	3,550,159	3,607,050	3,956,315	4,392,955	4,400,474	4,045,145	3,789,702
9	537,845	569,716	575,901	456,150	444,187	476,722	590,907	358,108
10	3,848,860	3,893,231	4,096,643	4,737,211	5,000,801	5,045,538	5,350,864	5,013,533
11	429,616	492,151	435,380	513,119	551,123	503,788	626,965	617,583
12	952,066	940,613	1,007,168	1,208,108	1,276,060	1,233,323	1,162,999	1,165,551
13	1,386 076	1,442,064	1,432,631	1,491,681	1,575,812	1,762,705	1,935,537	1,848,856
14	213,506	226,293	247,336	265,772	345,079	355,562	398,225	296,618
15	16,762,778	17,211,837	18,123,891	19,420,241	20,310,757	20,855,185	21,494,425	20,484,183
16	62,841,077	65,161,774	68,519,145	71,889,895	74,283,869	74,812,620	75,867,155	74,632,847

TABLE, No. 2.

UNITED KINGDOM—(FOREIGN TRADE).

with CARGOES and in BALLAST, at PORTS in the UNITED KINGDOM, in each of the 1875, 1880, and 1885-93.

	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
1	*Tons.* 40,042,187	*Tons.* 40,042,187	*Tons.* 42,157,324	*Tons.* 44,668,037	*Tons.* 47,020,297	*Tons.* 49,023,775	*Tons.* 49,371,398	*Tons.* 49,893,628
2	54,861	69,685	88,380	118,987	110,003	124,507	124,952	379,675
3	35,342	52,502	58,977	47,688	45,725	68,038	120,765	155,152
4	619,024	657,748	660,390	789,298	869,196	949,153	951,720	1,020,243
5	923,932	906,022	1,065,602	1,211,471	1,308,913	1,374,614	1,405,352	1,257,806
6	1,283,484	1,590,657	1,894,672	1,754,648	1,727,463	1,771,837	1,960,020	2,029,162
7	1,396,127	1,392,751	1,605,797	1,506,859	1,319,491	1,505,008	1,595,861	1,492,941
8	2,463,785	2,454,043	2,559,431	2,951,952	3,401,727	3,428,486	3,102,233	2,868,438
9	64,077	140,839	105,748	79,760	104,454	168,153	323,295	142,670
10	587,453	566,491	623,889	902,032	1,169,550	1.459,859	1,540,247	1,658,898
11	76,973	107,952	108,257	139,532	168,612	157,498	194,223	200,592
12	904,314	893,625	962,332	1,157,416	1,234,123	1,197,078	1,122,871	1,134,276
13	756,680	772,712	800,988	848,744	885,017	1,061,140	1,221,900	1,154,489
14	196,054	203,841	216,799	235,516	316,960	328,315	365,842	282,162
15	9,361,506	9,808,868	10,751,262	11,743,903	12,661,234	13,593,686	14,029,281	13,776,504
16	49,403,693	51,966,192	55,419,299	58,764,200	61,685,009	62,965,084	63,886,981	63,670,132

TABLE, No. 3.

UNITED KINGDOM—(Foreign Trade).

Tonnage of Sailing and Steam Vessels of different Nationalities, Entered Years 1840, 1850, 1860,

Nationality.	1840.	1850.	1860.	1870.	1875.	1880.	1885.	
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	
British Ships	5,216,159	8,039,308	12,119,454	22,243,039	27,307,340	35,885,868	40,644,647	1
Foreign Ships:—								
American (U. S.)	829,052	1,215,225	2,734,381	1,134,215	1,062,034	882,277	486,331	2
Austrian	*	*	316,511	356,701	373,962	260,923	166,063	3
Belgian	77,015	71,775	112,537	305,384	450,935	461,078	488,181	4
Danish	199,839	285,263	618,681	623,798	882,447	1,158,572	1,244,046	5
Dutch	115,544	240,444	445,556	436,214	603,804	1,049,377	1,353,982	6
French	196,677	369,624	616,410	785,658	1,052,732	1,133,630	1,167,919	7
German	*	*	1,797,747	1,433,595	2,402,567	2,576,819	3,169,648	8
Italian	*	*	275,688	811,903	871,696	884,206	559,283	9
Norwegian	169,842	331,664	948,212	1,975,575	2,407,593	2,914,407	2,969,505	10
Russian	105,348	163,254	242,673	538,443	543,938	470,336	381,294	11
Spanish	15,228	46,328	128,181	293,800	421,075	584,721	840,242	12
Swedish	52,563	125,649	366,700	591,985	914,206	1,310,707	1,261,713	13
Other Countries	520,566	1,132,140	115,187	94,370	159,338	106,029	249,337	14
Total Foreign	2,281,674	3,981,366	8,718,464	9,381,641	12,146,327	13,793,082	14,337,544	15
Total British and Foreign	7,497,833	12,020,674	20,837,918	31,624,680	39,453,667	49,678,950	54,982,191	16

* Included in "Other Countries."

TABLE, No. 4.

UNITED KINGDOM—(Foreign Trade).

Tonnage of Steam Vessels of different Nationalities, Entered and Cleared, 1860, 1870, 1875,

Nationality.	1860.	1870.	1875.	1880.	1885.	1886.	
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	
British Ships	3,976,852	11,825,002	18,593,757	27,052,131	34,805,596	34,854,738	1
Foreign Ships:—							
American (U. S.)	8,809	4,852	132,291	139,070	45,153	54,861	2
Austrian	300	6,704	20,171	None	40,323	35,342	3
Belgian	58,849	288,095	416,000	457,338	484,831	548,095	4
Danish	29,652	92,561	326,498	536,417	763,869	729,098	5
Dutch	122,838	161,062	363,007	875,774	1,207,181	1,213,704	6
French	42,699	206,602	318,297	552,758	842,457	875,926	7
German	344,959	399,673	950,861	1,149,645	2,076,758	1,848,814	8
Italian	432	3,765	4,572	7,796	58,911	40,758	9
Norwegian	18,115	27,952	98,749	138,276	435,293	464,203	10
Russian	20,717	98,561	110,619	49,697	84,392	57,758	11
Spanish	37,088	180,119	301,547	518,726	798,239	823,054	12
Swedish	16,165	62,556	334,083	593,175	691,323	703,693	13
Other Countries	27,541	19,138	32,085	53,253	229,802	154,926	14
Total Foreign	728,164	1,551,640	3,408,780	5,071,925	7,758,532	7,550,232	15
Total British and Foreign	4,705,016	13,376,642	22,002,537	32,124,056	42,564,128	42,404,970	16

TABLE, No. 3.

UNITED KINGDOM—(FOREIGN TRADE).

and Cleared, with CARGOES only, at PORTS in the UNITED KINGDOM, in each of the 1870, 1875, 1880, and 1885-93.

	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
1	*Tons.* 40,286,630	*Tons.* 42,426,695	*Tons.* 44,242,526	*Tons.* 45,843,549	*Tons.* 46,406,250	*Tons.* 45,534,353	*Tons.* 46,419,792	*Tons.* 45,457,810
2	366,295	278,335	235,581	293,059	272,735	284,364	180,890	445,829
3	101,599	120,521	131,017	107,269	100,914	104,378	147,289	155,708
4	549,252	505,589	491,346	593,319	696,121	776,465	819,124	844,074
5	1,178,193	1,197,877	1,243,754	1,425,996	1,485,616	1,532,700	1,530,861	1,385,659
6	1,384,673	1,504,862	1,799,922	1,760,978	1,768,904	1,815,841	2,016,398	2,018,203
7	1,175,354	1,221,986	1,407,637	1,445,825	1,271,181	1,395,398	1,382,383	1,366,780
8	2,745,629	2,736,695	2,785,007	3,011,558	3,354,754	3,261,762	2,999,039	2,734,981
9	437,949	461,063	467,980	386,783	364,321	382,885	452,033	294,994
10	2,914,961	2,980,007	3,179,688	3,599,151	3,792,739	3,797,386	3,940,230	3,699,266
11	349,900	407,512	356,924	433,080	456,621	422,687	521,017	507,005
12	868,956	866,216	931,968	1,088,564	1,154,290	1,153,528	1,066,798	1,028,604
13	1,260,831	1,296,115	1,272,727	1,372,101	1,448,559	1,582,545	1,705,059	1,604,562
14	170,647	166,974	195,545	205,469	263,070	269,932	292,781	204,712
15	13,504,239	13,743,752	14,499,096	15,723,152	16,429,825	16,779,871	17,053,902	16,290,377
16	53,790,869	56,170,447	58,741,622	61,566,701	62,836,075	62,314,224	63,473,694	61,748,187

TABLE, No. 4.

UNITED KINGDOM—(FOREIGN TRADE).

with CARGOES only, at PORTS in the UNITED KINGDOM, in each of the Years 1880, and 1885-93.

	1887.	1888.	1889.	1890.	1891.	1892.	1893.
1	*Tons.* 37,253,232	*Tons.* 39,172,852	*Tons.* 41,044,622	*Tons.* 42,127,266	*Tons.* 41,719,869	*Tons.* 42,642,375	*Tons.* 41,867,486
2	69,685	85,852	111,241	108,558	116,624	100,682	377,814
3	50,126	44,678	41,133	36,833	49,073	102,691	126,922
4	502,395	489,871	590,340	692,994	773,394	818,348	842,696
5	740,177	818,051	954,188	1,029,044	1,089,271	1,069,405	956,053
6	1,338,177	1,642,583	1,638,980	1,645,283	1,692,823	1,867,195	1,915,696
7	936,983	1,119,857	1,153,921	984,550	1,122,948	1,110,486	1,131,922
8	1,804,312	1,896,074	2,169,143	2,523,635	2,485,830	2,247,002	2,026,747
9	94,869	74,715	54,129	67,319	114,390	231,313	117,193
10	444,994	477,771	677,414	917,105	1,106,250	1,230,247	1,300,038
11	91,600	91,629	124,304	145,218	131,248	170,913	176,013
12	820,296	891,409	1,039,435	1,114,086	1,118,084	1,026,735	997,329
13	700,793	706,896	786,104	826,692	945,060	1,072,583	1,005,046
14	151,129	168,456	179,136	237,177	247,613	265,529	192,154
15	7,745,536	8,507,837	9,519,468	10,328,494	10,992,608	11,313,129	11,165,617
16	44,998,768	47,680,689	50,564,090	52,455,760	52,712,477	53,955,504	53,033,103

TABLE, No. 5.

PRINCIPAL MARITIME COUNTRIES—(Foreign Trade).

Tonnage of Sailing and Steam Vessels Entered and Cleared in the United Kingdom, the other National and Foreign Ships, in each of the Years 1850,

Tonnage of NATIONAL Ships and Proportion to Total Tonnage.

YEARS.	UNITED KINGDOM.		RUSSIA (IN EUROPE).		NORWAY.		SWEDEN.		DENMARK.		GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850 -	9,412,544	65·1	- -	—	1,050,307	75·2	‡ 462,884	43·4	- -	—	- -	—
1860 -	13,914,923	56·3	696,234	16·5	1,513,369	74·5	‡ 560,066	40·3	- -	—	- -	—
1870 -	25,072,180	68·4	784,006	11·2	2,263,288	70·0	1,374,433	31·8	- -	—	*1,255,150	35·9
1875 -	30,944,744	66·9	797,562	9·8	2,593,615	71·8	1,793,135	34·0	1,771,743	49·3	4,101,351	38·2
1880 -	41,348,984	70·4	1,134,914	11·4	2,716,928	68·2	2,563,909	37·2	2,351,554	52·7	5,108,571	39·1
1882 -	43,670,361	71·0	939,376	9·2	2,967,584	66·5	3,027,660	35·5	2,902,586	54·0	5,718,750	40·8
1883 -	47,039,079	72·4	807,170	7·4	3,060,695	66·6	3,240,984	36·3	3,100,162	52·4	6,301,760	40·0
1884 -	46,671,701	72·6	892,864	8·5	2,395,879	65·6	3,131,731	36·1	3,274,537	53·8	6,918,931	41·0
1885 -	46,389,055	72·2	944,084	8·7	3,030,773	64·0	3,301,450	36·6	3,241,740	52·5	6,986,942	42·2
1886 -	46,078,299	73·3	956,136	9·6	3,023,345	64·5	3,172,012	35·8	3,206,935	54·2	6,978,818	42·8
1887 -	47,949,937	73·6	991,814	7·9	3,104,778	65·5	3,442,169	37·1	3,461,643	53·3	7,497,318	43·3
1888 -	50,395,254	73·5	982,628	6·6	3,033,264	64·2	3,512,875	35·1	3,450,050	51·1	7,865,803	41·7
1889 -	52,469,654	73·0	975,560	7·3	3,368,251	63·1	3,519,990	33·7	3,795,363	52·7	8,670,159	42·4
1890 -	53,973,112	72·7	958,258	7·9	3,468,381	64·8	3,624,301	33·7	4,693,308	58·4	9,275,710	43·9
1891 -	53,957,435	72·1	1,010,314	8·7	3,901,930	67·6	3,793,220	33·6	4,726,187	59·2	10,018,006	43·3
1892 -	54,372,730	71·7	1,050,336	11·3	3,824,629	66·1	3,902,802	34·1	4,526,593	57·3	9,686,693	43·2
1893 -	54,148,664	72·6	- -	—	- -	—	- -	—	- -	—	- -	—

Tonnage of FOREIGN Ships and Proportion to Total Tonnage.

1850 -	5,062,520	34·9	- -	—	346,639	24·8	‡ 604,002	56·6	- -	—	- -	—
1860 -	10,774,369	43·7	3,518,540	83·5	516,667	25·5	‡ 828,386	59·7	- -	—	- -	—
1870 -	11,568,002	31·6	6,231,096	88·8	967,753	30·0	2,954,151	68·2	- -	—	*2,234,097	64·1
1875 -	15,332,094	33·1	7,360,866	90·2	1,037,165	28·2	3,486,714	66·0	1,823,049	50·7	6,640,632	61·8
1880 -	17,387,079	29·6	8,840,418	88·6	1,268,549	31·8	4,330,246	62·8	2,109,940	47·3	7,957,841	60·9
1882 -	17,820,894	29·0	9,310,334	90·8	1,495,955	33·5	5,510,024	64·5	2,466,991	46·0	8,292,003	59·2
1883 -	17,922,674	27·6	10,097,556	92·6	1,537,797	33·4	5,677,558	63·7	2,816,990	47·6	9,430,628	60·0
1884 -	17,600,821	27·4	9,660,866	91·5	1,777,597	34·4	5,544,529	63·9	2,812,081	46·2	9,972,383	59·0
1885 -	17,892,587	27·8	9,848,810	91·3	1,706,976	36·0	5,714,985	63·4	2,935,035	47·5	9,562,992	57·8
1886 -	16,762,778	26·7	9,049,366	90·4	1,663,494	35·5	5,688,418	64·2	2,705,861	45·8	9,341,008	57·2
1887 -	17,211,837	26·4	11,513,254	92·1	1,637,942	34·5	5,839,310	62·9	3,032,761	46·7	9,810,764	56·7
1888 -	18,123,891	26·5	13,801,470	93·4	1,692,017	35·8	6,491,990	64·9	3,297,904	48·9	11,010,363	58·3
1889 -	19,420,241	27·0	12,456,802	92·7	1,966,219	36·9	6,910,604	66·3	3,407,024	47·3	11,802,257	57·6
1890 -	20,310,757	27·3	11,114,730	92·1	1,885,749	35·2	7,142,410	66·3	3,338,772	41·6	11,831,270	56·1
1891 -	20,855,185	27·9	10,633,080	91·3	1,873,273	32·4	7,492,135	66·4	3,252,205	40·8	13,131,748	56·7
1892 -	21,494,425	28·3	8,269,470	88·7	1,961,958	33·9	7,543,371	65·9	3,371,748	42·7	12,719,179	56·8
1893 -	20,484,183	27·4	- -	—	- -	—	- -	—	- -	—	- -	—

TOTALS.

	UNITED KINGDOM.	RUSSIA (IN EUROPE).	NORWAY.	SWEDEN.	DENMARK.	GERMANY.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1850 -	14,505,064	- - -	1,396,945	‡ 1,066,886	- - -	- - -
1860 -	24,689,292	4,214,774	2,030,036	‡ 1,388,452	- - -	- - -
1870 -	36,640,182	7,015,102	3,231,041	4,328,584	- - -	* 3,489,247
1875 -	46,276,838	8,158,428	3,630,780	5,279,849	3,594,792	10,741,983
1880 -	58,736,063	9,975,332	3,985,477	6,894,155	4,461,494	13,066,412
1882 -	61,491,255	10,249,710	4,463,539	8,537,684	5,369,577	14,010,753
1883 -	64,961,753	10,904,726	4,598,492	8,918,542	5,917,152	15,732,388
1884 -	64,272,522	10,553,730	5,173,476	8,676,260	6,086,618	16,891,314
1885 -	64,281,642	10,792,894	4,737,749	9,016,435	6,176,775	16,549,934
1886 -	62,841,077	10,005,502	4,686,839	8,860,430	5,912,796	16,319,826
1887 -	65,161,774	12,505,068	4,742,720	9,281,479	6,494,404	17,308,082
1888 -	68,519,145	14,784,098	4,725,281	10,004,865	6,747,954	18,876,166
1889 -	71,889,895	13,432,362	5,334,470	10,430,594	7,202,387	20,472,416
1890 -	74,283,869	12,072,988	5,354,130	10,766,711	8,032,080	21,106,980
1891 -	74,812,620	11,643,394	5,775,203	11,285,355	7,978,392	23,149,754
1892 -	75,867,155	9,319,806	5,786,587	11,446,173	7,898,341	22,405,872
1893 -	74,632,847	- - -	- - -	- - -	- - -	- - -

* Exclusive of Hamburg and Bremen.

‡ With cargoes only.

TABLE, No. 5.

PRINCIPAL MARITIME COUNTRIES—(Foreign Trade).

Principal Maritime Countries of Europe, and the United States, distinguishing between 1860, 1870, 1875, 1880, and 1882–93.—(With Cargoes and in Ballast.)

Tonnage of NATIONAL Ships and Proportion to Total Tonnage.

HOLLAND.		FRANCE.		PORTUGAL		SPAIN.		ITALY.		UNITED STATES.†		YEARS.
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
730,690	41·8	1,891,512	41·0	- -	—	- -	—	- -	-	5,205,804	59·8	1850
1,048,211	39·5	3,502,912	41·4	- -	—	798,864	30·7	- -	-	12,087,209	70·8	1860
1,033,965	28·4	4,289,206	31·5	296,572	11·8	1,311,761	37·0	2,780,078	36·5	6,992,967	38·2	1870
1,262,879	27·0	5,456,469	32·6	404,382	7·3	2,243,671	33·9	2,766,086	34·2	7,310,589	31·0	1875
2,116,318	30·9	7,522,221	30·0	371,317	6·5	3,650,902	26·6	3,425,008	34·8	6,824,832	18·9	1880
2,276,700	28·4	8,527,684	32·6	309,094	4·8	6,611,943	36·1	3,022,225	29·3	6,658,566	19·0	1882
2,314,242	29·4	9,469,733	34·1	314,606	4·5	7,196,716	37·2	2,952,109	26·1	6,562,766	19·9	1883
2,291,864	27·4	8,919,504	34·3	386,830	5·1	6,162,288	36·3	2,751,257	26·3	6,438,934	21·3	1884
2,555,044	31·1	9,216,759	35·4	409,021	5·7	6,648,315	38·9	2,847,084	24·6	6,363,567	20·6	1885
2,453,572	30·0	9,598,633	35·9	346,750	5·0	8,135,652	41·3	2,979,192	24·3	6,534,946	21·5	1886
2,916,676	30·9	10,051,882	36·2	360,301	5·3	8,684,612	39·0	3,254,519	23·6	6,624,562	21·0	1887
3,209,196	31·5	10,036,660	35·2	396,622	5·0	9,046,823	40·5	3,219,216	24·6	6,781,771	21·8	1888
3,158,549	30·5	9,886,193	36·1	426,429	4·3	10,473,903	43·1	3,435,659	24·8	7,712,779	23·9	1889
3,122,125	28·8	9,254,879	31·9	746,175	7·0	10,473,542	43·8	3,473,148	24·4	8,149,878	22·5	1890
3,335,516	29·2	9,704,191	30·7	877,335	7·9	10,272,310	44·0	3,627,847	25·8	8,836,206	24·2	1891
3,614,832	30·5	9,121,879	32·4	- -	—	10,329,274	45·1	3,718,915	26·7	9,006,106	21·4	1892
- -	—	- -	—	- -	—	- -	—	- -	—	8,762,048	22·3	1893

Tonnage of FOREIGN Ships and Proportion to Total Tonnage.

1,016,681	58·2	2,719,207	59·0	- -	—	- -	—	- -	—	3,503,837	40·2	1850
1,604,117	60·5	4,953,824	58·6	- -	—	1,797,644	69·3	- -	—	4,977,916	29·2	1860
2,610,506	71·6	9,317,531	68·5	2,213,429	88·2	2,230,433	63·0	4,841,365	63·5	11,332,095	61·8	1870
3,426,206	73·0	11,260,943	67·4	5,101,021	92·7	4,369,210	66·1	5,318,509	65·8	16,278,728	69·0	1875
4,727,716	69·1	17,510,257	70·0	5,374,730	93·5	10,092,212	73·4	6,421,962	65·2	29,248,673	81·1	1880
5,733,449	71·6	17,666,303	67·4	6,125,775	95·2	11,708,665	63·9	7,286,568	70·7	28,698,933	81·0	1882
5,552,582	70·6	18,315,383	65·9	6,679,747	95·5	12,162,686	62·8	8,347,887	73·9	26,359,857	80·1	1883
6,072,333	72·6	17,032,430	65·7	7,126,812	94·9	10,782,943	63·7	7,693,955	73·7	23,833,002	78·7	1884
5,671,859	68·9	16,803,034	64·6	6,828,160	94·3	10,433,489	61·1	8,724,871	75·4	24,456,029	79·4	1885
5,717,199	70·0	17,150,775	64·1	6,615,441	95·0	11,559,723	58·7	9,259,920	75·7	23,928,342	78·5	1886
6,536,365	69·1	17,711,675	63·8	6,489,309	94·7	13,596,937	61·0	10,540,331	76·4	24,944,952	79·0	1887
6,992,137	68·5	18,455,005	64·8	7,481,388	95·0	13,276,885	59·5	9,851,037	75·4	24,280,236	78·2	1888
7,206,967	69·5	17,491,102	63·9	9,442,556	95·7	13,812,519	56·9	10,436,045	75·2	24,582,487	76·1	1889
7,715,012	71·2	19,712,969	68·1	9,818,548	93·0	13,437,356	56·2	10,773,576	75·6	28,106,245	77·5	1890
8,073,128	70·8	21,898,685	69·3	10,204,714	92·1	13,073,491	56·0	10,443,996	74·2	27,628,921	75·8	1891
8,231,043	69·5	18,998,645	67·6	- -	—	12,562,384	54·9	10,225,012	73·3	33,168,351	78·6	1892
- -	—	- -	—	- -	—	- -	—	- -	—	30,580,514	77·7	1893

TOTALS.

HOLLAND.	FRANCE.	PORTUGAL.	SPAIN.	ITALY.	UNITED STATES.†	
Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	
1,747,371	4,610,719	- - -	- - -	- - -	8,709,641	1850
2,652,328	8,456,736	- - -	2,596,508	- - -	17,065,125	1860
3,644,471	13,606,737	2,510,001	3,542,194	7,621,443	18,325,062	1870
4,689,085	16,717,412	5,505,403	6,612,881	8,084,595	23,589,317	1875
6,844,034	25,032,478	5,746,047	13,743,114	9,846,970	36,073,505	1880
8,010,149	26,193,987	6,434,869	18,320,608	10,308,793	35,357,501	1882
7,866,824	27,785,116	6,994,353	19,359,402	11,299,996	32,922,623	1883
8,364,197	25,951,934	7,513,642	16,945,231	10,445,212	30,271,936	1884
8,226,903	26,019,793	7,237,181	17,081,804	11,571,955	30,819,596	1885
8,170,771	26,749,408	6,962,191	19,695,375	12,239,112	30,463,288	1886
9,453,041	27,763,557	6,849,610	22,281,549	13,794,850	31,569,514	1887
10,201,333	28,491,665	7,877,960	22,323,708	13,070,253	31,062,007	1888
10,365,516	27,377,295	9,868,985	24,286,422	13,871,704	32,295,266	1889
10,837,137	28,967,848	10,564,723	23,910,898	14,246,724	36,256,123	1890
11,408,644	31,602,876	11,082,049	23,345,801	14,071,843	36,465,127	1891
11,845,875	28,120,524	- - -	22,891,658	13,943,927	42,174,457	1892
- -	- - -	- - -	- - -	- - -	39,342,562	1893

† Years ended 30th June. These figures are inclusive of the Lake trade between the United States and Canada. Exclusive of the Lake trade the figures from the year 1882 are as follows :—

	United States.	Foreign.	Total.		United States.	Foreign.	Total.
1882 - -	5,903,802	23,599,165	29,502,967	1888 - -	5,858,211	20,350,145	26,208,356
1883 - -	5,729,758	21,196,121	26,925,879	1889 - -	6,470,187	20,513,126	26,983,313
1884 - -	5,665,901	18,624 974	24,290,875	1890 - -	6,794,601	24,000,052	30,794,653
1885 - -	5,517,787	19,265,980	24,783,767	1891 - -	7,386,455	23,418,466	30,804,921
1886 - -	5,568,054	19,074,980	24,643,034	1892 - -	7,497,701	28,940,944	36,438,645
1887 - -	5,641,454	21,400,796	27,042,250	1893 - -	7,030,373	26,473,898	33,504,271

TABLE, No. 6.

PRINCIPAL MARITIME COUNTRIES—(Foreign Trade, STEAM Shipping).

Tonnage of STEAM Vessels Entered and Cleared in the United Kingdom, the other Principal and Foreign Ships, in each of the Years

Tonnage of NATIONAL Ships and Proportion to Total Tonnage.

YEAR.	UNITED KINGDOM.		RUSSIA (IN EUROPE).		NORWAY.		SWEDEN.		DENMARK.		GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850 -	1,802,955	81·5	- -	—	- -	—	- -	—	- -	—	- -	—
1860 -	4,186,620	84·3	- -	—	- -	—	- -	—	- -	—	- -	—
1870 -	13,341,058	88·5	- -	—	124,966	25·2	- -	—	- -	—	*170,406	15·0
1875 -	20,932,484	83·3	472,418	10·2	285,829	40·9	725,758	38·5	1,117,018	55·7	2,050,552	31·3
1880 -	30.976,037	83·2	751,494	10·8	454,087	40·8	1,210,423	39·8	1,663,167	61·3	3,024,546	34·4
1882 -	35,404,015	81 9	608,114	7·7	662,029	42·4	1,566,606	36·7	2,213,078	61·5	3,879,841	38·1
1883 -	39,469,391	81·7	514,396	5·8	820,649	44·7	1,845,147	37·0	2,434,428	58·3	4,516,483	37·5
1884 -	40,028,672	80·7	623,198	7·0	1,014,021	44·9	1,896,050	35·1	2,523,230	58·8	5,283,397	39·6
1885 -	39,794,162	80·4	719,342	7·8	944,841	43·5	2,088,378	35·8	2,607,776	57·0	5,428,301	40·9
1886 -	40,042,187	81·1	678,988	8·0	1,017,580	45·4	2,064,171	34·2	2,646,442	58·1	5,527,619	41·6
1887 -	42,157,324	81·1	682,134	6·3	1,130,453	47·9	2,214,387	35·3	2,875,683	56·9	6,037,906	42·5
1888 -	44,668,037	80·6	693,180	5·3	1,116,925	46·3	2,192,516	32·4	2.859,979	53·8	6,527,342	41·5
1889 -	47,020,297	80·0	716,010	5·9	1,384,818	48·8	2,219,497	30·2	3,145,366	55·3	7,453,257	42·8
1890 -	49,023,775	79·5	730,590	6·6	1,500,825	51·3	2,338,238	30·3	4,100,071	61·6	8,087,928	44·2
1891 -	49,371,398	78·4	770,294	7·3	1,747,765	54·3	2,415,548	29·7	4,111,218	63·0	8,842,936	43·8
1892 -	49,857,700	78·0	816,434	9·7	1,727,388	51·6	2,559,281	30·3	3,934,657	61·3	8,567,453	43·7
1893 -	49,893,628	78·4	- -	—	-	—	- -	—	- -	—	- -	—

Tonnage of FOREIGN Ships and Proportion to Total Tonnage.

1850 -	406,892	18·5	- -	—	- -	—	- -	—	- -	—	- -	—
1860 -	780,853	15·7	- -	—	- -	—	- -	—	- -	—	- -	—
1870 -	1,731,273	11·5	- -	—	370,179	74·8	- -	—	- -	—	*960,430	85·0
1875 -	4,179,625	16·7	4,136,842	89·8	412,301	59·1	1,159,786	61·5	887,234	44·3	4,513,399	68·7
1880 -	6,237,905	16·8	6,176,456	89·2	659,521	59·2	1,827,173	60·2	1,051,706	38·7	5,762,090	65·6
1882 -	7,842,243	18·1	7,286,196	92·3	899,598	57·6	2,700,400	63·3	1,387,834	38·5	6,308,058	61·9
1883 -	8,818,219	18 3	8,427,856	94·2	1,014,209	55·3	3,137,071	63·0	1,743,111	41·7	7,523,221	62·5
1884 -	9,549,566	19·3	8,263,854	93·0	1,245,051	55·1	3,510,473	64·9	1,766,662	41·2	8,063,261	60·4
1885 -	9,715,705	19·6	8,538,916	92·2	1,228,355	56·5	3,738,775	64·2	1,963,376	43·0	7,859,641	59·1
1886 -	9,361,506	18·9	7,835,830	92 0	1,225,687	54 6	3,964,801	65·8	1,907,862	41 9	7,748,400	58·4
1887 -	9,808,868	18·9	10,083,184	93·7	1,230,382	52·1	4,061,514	64·7	2,180,738	43·1	8,168,973	57·5
1888 -	10,751,262	19·4	12,368,750	94·7	1,286,148	53·7	4,569,826	67·6	2,459,556	46·2	9,198,886	58·5
1889 -	11,743.903	20·0	11,426,860	94·1	1,451,148	51·2	5,110,698	69·7	2,544,008	44·7	9,961,189	57·2
1890 -	12,661,234	20·5	10,308,834	93·4	1,423,782	48·7	5,373,590	69·7	2,552,605	38·4	10,203,359	55·8
1891 -	13,593,686	21·6	9,820,754	92·7	1,469,951	45·7	5,722,227	70·3	2,409,182	37·0	11,341,655	56·2
1892 -	14,029,281	22·0	7,589,694	90·3	1,620,466	48·4	5,875,266	69·7	2,483,884	38·7	11,043,801	56·3
1893 -	13,776,504	21·6	- -	—	- -	—	- -	—	- -	—	-	—

TOTALS.

	UNITED KINGDOM.	RUSSIA (IN EUROPE).	NORWAY.	SWEDEN.	DENMARK.	GERMANY.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1850 -	2,209,847	- - -	- - -	- - -	- - -	- - -
1860 -	4,967,473	- - -	- - -	- - -	- - -	- - -
1870 -	15,072,331	- - -	495,145	- - -	- - -	*1,130,836
1875 -	25,112,109	4,609,260	698,130	1,885,544	2,004,252	6,563,951
1880 -	37,213,942	6,927,950	1,113,608	3,037,596	2,714,873	8.786,636
1882 -	43,246,258	7,894,310	1,561,627	4,267,006	3,600,912	10,187,899
1883 -	48,287,610	8,942,252	1,834,858	4,982,218	4,177,539	12,039,704
1884 -	49,578,238	8,887,052	2,259,072	5,406,523	4,289,892	13,346,658
1885 -	49,509,867	9,258,258	2,173,196	5,827,153	4,571,152	13,287,942
1886 -	49,403,693	8,514,818	2,243,267	6,028,972	4,554,304	13,276,019
1887 -	51,966,192	10,765,318	2,360,835	6,275,901	5,056,421	14,206,879
1888 -	55,419,299	13,061,930	2,397,073	6,762,342	5,319,535	15,726,228
1889 -	58,764,200	12,142,870	2,835,966	7,330,195	5,689.374	17,414,446
1890 -	61,685,009	11,039,424	2,924,607	7,711,828	6,652,676	18,291,287
1891 -	62,965,084	10,591,048	3,217,716	8,137,775	6,520,400	20,184,591
1892 -	63,886,981	8,406,128	3,347,854	8,434,547	6,418,541	19,611,254
1893 -	63,670,132	- - -	- - -	- - -	- - -	- - -

* Exclusive of Hamburg and Bremen.

TABLE, No. 6.

PRINCIPAL MARITIME COUNTRIES—(Foreign Trade, STEAM Shipping).

Maritime Countries of Europe, and the United States, distinguishing between National 1850, 1860, 1870, 1875, 1880, and 1882-93.—(With Cargoes and in Ballast.)

Tonnage of NATIONAL Ships and Proportion to Total Tonnage.

HOLLAND.		FRANCE.		PORTUGAL.		ITALY.		UNITED STATES.†		YEARS.
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
35,029	18·8	306,939	30·8	- -	-	- -	-	- -	-	1850
272,560	31·2	1,012,373	40·0	- -	-	- -	-	- -	-	1860
355,398	19·1	2,189,649	32·1	56,817	5·2	781,624	19·7	1,658,577	33·8	1870
664,704	21·2	3,365,869	32·5	134,757	3·2	861,248	17·6	2,311,840	26·9	1875
1,429,902	29·0	5,719,170	35·6	139,390	3·1	1,698,687	23 3	2,354,675	15·5	1880
1,638,684	25·9	7,063,646	36·8	129,928	2·4	1,505.009	18·8	2,715,943	15·8	1882
1,735,911	27·7	8,154,052	37·8	127,146	2·1	1,484,481	16·4	2,611,036	16·4	1883
1,803,364	26·3	7,727,153	37·4	204,308	3·1	1,420,674	17·0	2,571,364	18·4	1884
2,077,654	29·8	8,147,241	38·2	241,245	3·9	1,436.874	15·4	2.577,467	17·7	1885
2,105,725	30·4	8,555,540	38·1	178,427	3·0	1,564,174	15·4	2,671,980	18·4	1886
2,520,426	30·9	9,108,261	38·7	222,382	3·7	1,853,918	15·8	2,807,821	16·9	1887
2,834,307	31·3	9,162,773	38·8	265,028	3·7	2,056,275	18·1	3,271,225	19·8	1888
2,799,977	29·9	8,952,388	38·0	297,905	3·3	2,357,569	19·3	3.680,733	20·6	1889
2,821,135	28·5	8,342,904	33·0	622,233	6·3	2,264,829	18·2	4,026,989	18·5	1890
3,027,559	28·7	8,926,623	32·5	770,624	7·4	2,484,363	20·0	4,706,898	21·1	1891
3,361,525	30·5	8,396,936	33·7	- -	-	2,542,183	20 6	4,643,819	16·9	1892
- -	-	- -	-	- -	-	- -	-	4,478,805	17·8	1893

Tonnage of FOREIGN Ships and Proportion to Total Tonnage.

368,417	81·2	690,987	69·2	- -	-	- -	-	- -	-	1850
601,433	68·8	1,517,782	60·0	- -	-	- -	-	- -	-	1860
1,507,854	80·9	4,623,239	67·9	1,042,961	94·8	3,184,672	80·3	3,248,614	66·2	1870
2,472,100	78·8	6,990,322	67·5	4,078,663	96·8	4,029,660	82·4	6,276,148	73·1	1875
3,503,525	71·0	10,334,177	64·4	4,417,192	96·9	5,599,139	76·7	12,795,797	84·5	1880
4,692,644	74·1	12,130.321	63·2	5,229,518	97·6	6,489,741	81·2	14,452,521	84·2	1882
4,523,482	72·3	13,395,696	62·2	5,805,296	97·9	7,583,376	83·6	13,307,667	83·6	1883
5,041,498	73·7	12,908,854	62 6	6,808,749	96·9	6,962,448	83·0	11,420,881	81·6	1884
4,887,978	70·2	13,192,556	61·8	5,948,075	96·1	7,869,097	84·6	11,998,373	82·3	1885
4,826,958	69·6	13,928,181	61·9	5,834,100	97·0	8,571,451	84·6	11,842,477	81·6	1886
5,648,940	69·1	14,401,876	61·3	5,795,528	96·3	9,896,358	84·2	13,810,631	83·1	1887
6,234,738	68·7	14,896,123	61·2	6,817,250	96·3	9,320.832	81·9	13,267,563	80·2	1888
6,552,100	70·1	14,626,060	62·0	8,693,923	96·7	9,848,639	80·7	14,209,746	79·4	1889
7,092,339	71·5	16,967,016	67·0	9,231,988	93·7	10,180,962	81·8	17,775,300	81·5	1890
7,530,694	71·3	18,580,841	67·5	9,597,842	92·6	9,943.664	80·0	17,560,598	78·9	1891
7,642 457	69·5	16,533,311	66·3	- -	-	9,818,546	79·4	22,913,846	83·1	1892
- -	-	- -	-	- -	-	- -	-	20,632,721	82·2	1893

TOTALS.

HOLLAND.	FRANCE.	PORTUGAL.	ITALY.	UNITED STATES.†	
Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	
453,446	997,926	- -	- - -	- - -	1850
873,993	2,530,155	- - -	- - -	- - -	1860
1,863,252	6,811,888	1,099,778	3,966,296	4,907,191	1870
3,136,804	10,356,191	4,213,420	4,890,908	8,557,988	1875
4,933,427	16,053,347	4,556,582	7,297,826	15,150,472	1880
6,331,328	19,193,967	5,359,446	7,994,750	17,168,464	1882
6,259,393	21,549,748	5,932,442	9,067,857	15,918,703	1883
6,844,862	20,636,007	6,513,057	8,383,122	13,992,245	1884
6,965,632	21,339,797	6,189,320	9,305,971	14,575,840	1885
6,932,683	22,483,721	6,012,527	10,135,625	14,514,457	1886
8,169,366	23,510,137	6,017,910	11,750,276	16,618,452	1887
9,069,045	24,058.896	7,082,278	11,377,107	16,538,788	1888
9,352,077	23,578,448	8,991,828	12,206,208	17,890,479	1889
9,913,474	25,309,920	9,854,221	12,445,791	21,802,289	1890
10,558,253	27,507,464	10,368,466	12,428,027	22,267,496	1891
11,003,982	24,930,247	- - -	12,360,729	27,557,665	1892
- † -	- - -	- - -	- - -	25,111,526	1893

† Years ended 30th June. Ocean steam vessels only. The Lake trade between the United States and Canada is not included.

TABLE, No. 7.

PRINCIPAL MARITIME COUNTRIES—(Foreign Trade).

Tonnage of Sailing and Steam Vessels Entered and Cleared in the United Kingdom, the between BRITISH and OTHER Ships, in each of the Years

Tonnage of BRITISH Ships and Proportion to Total Tonnage.

YEARS.	UNITED KINGDOM.		RUSSIA (in Europe).		NORWAY.		SWEDEN.		GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	9,442,544	65·1	-	-	13,895	1·0	-	-	-	-
1860	13,914,923	56·3	-	-	40,180	2·0	-	-	-	-
1870	25,072,180	68·4	-	-	374,638	11·6	-	-	-	-
1875	30,944,744	66·9	3,077,566	37·7	308,883	8·5	599,755	11·4	*4,050,026	31·9
1880	41,348,984	70·4	-	-	471,979	11·8	928,553	13·5	4,984,473	38·1
1882	43,670,361	71·0	-	-	542,906	12·2	1,053,382	12·3	5,004,182	35·7
1883	47,039,079	72·4	5,187,118	47·6	602,173	13·1	1,434,950	16·1	5,850,517	37·2
1884	46,671,701	72·6	4,830,084	45·8	626,186	12·1	1,564,440	18·0	6,065,225	35·9
1885	46,389,055	72·2	5,360,654	49·7	654,039	13·8	1,643,256	18·2	5,663,927	34·2
1886	46,078,299	73·3	4,836,646	48·3	676,165	14·4	1,747,228	19·7	5,585,682	34·2
1887	47,649,937	73·6	6,405,530	51·2	665,577	14·0	1,791,944	19·3	5,893,130	34·0
1888	50,395,254	73·5	8,351,628	56·5	723,492	15·3	2,127,413	21·3	6,924,150	36·7
1889	52,469,654	73·0	7,399,456	55·1	871,867	16·3	2,303,220	22·1	7,485,655	36·6
1890	53,973,112	72·7	6,423,570	53·2	781,618	14·6	2,207,114	20·5	7,466,231	35·4
1891	53,957,435	72·1	5,766,356	49·5	736,988	12·7	2,327,680	20·6	8,602,290	37·2
1892	54,372,730	71·7	4,495,870	48·2	-	-	2,187,005	19·1	8,150,820	36·4
1893	54,148,664	72·6	-	-	-	-	-	-	-	-

Tonnage of Ships OTHER than British, and Proportion to Total Tonnage.

1850	5,062,520	34·9	-	-	1,383,050	99·0	-	-	-	-
1860	10,774,369	43·7	-	-	1,989,856	98·0	-	-	-	-
1870	11,568,002	31·6	-	-	2,856,403	88·4	-	-	-	-
1875	15,332,094	33·1	5,080,862	62·3	3,321,897	91·5	4,680,094	88·6	*8,672,684	68·1
1880	17,387,079	29·6	-	-	3,513,498	88·2	5,965,602	86·5	8,081,939	61·9
1882	17,820,894	29·0	-	-	3,920,633	87·8	7,484,302	87·7	9,006,571	64·3
1883	17,922,674	27·6	5,717,608	52·4	3,996,319	86·9	7,483,592	83·9	9,881,871	62·8
1884	17,600,821	27·4	5,725,646	54·2	4,547,290	87·9	7,111,820	82·0	10,826,089	64·1
1885	17,892,587	27·8	5,432,240	50·3	4,083,710	86·2	7,373,179	81·8	10,886,007	65·8
1886	16,762,778	26·7	5,168,856	51·7	4,016,174	85·6	7,113,202	80·3	10,734,144	65·8
1887	17,211,837	26·4	6,099,538	48·8	4,077,143	86·0	7,489,535	80·7	11,414,952	66·0
1888	18,123,891	26·5	6,432,470	43·5	4,001,789	84·7	7,877,452	78·7	11,952,016	63·3
1889	19,420,241	27·0	6,032,906	44·9	4,462,603	83·7	8,127,374	77·9	12,986,761	63·4
1890	20,310,757	27·3	5,649,418	46·8	4,572,512	85·4	8,559,597	79·5	13,640,749	64·6
1891	20,855,185	27·9	5,877,038	50·5	5,038,215	87·3	8,957,675	79·4	14,547,464	62·8
1892	21,494,425	28·3	4,823,936	51·8	-	-	9,259,168	80·9	14,255,052	63·6
1893	20,484,183	27·4	-	-	-	-	-	-	-	-

TOTALS.

	UNITED KINGDOM.	RUSSIA (in Europe).	NORWAY.	SWEDEN.	GERMANY.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1850	14,505,064	-	1,396,945	-	-
1860	24,689,292	4,214,774	2,030,036	-	-
1870	36,640,182	7,015,102	3,231,041	-	-
1875	46,276,838	8,158,428	3,630,780	5,279,849	*12,722,710
1880	58,736,063	9,975,332	3,985,477	6,894,155	13,066,412
1882	61,491,255	10,249,710	4,463,539	8,537,684	14,010,753
1883	64,961,753	10,904,726	4,598,492	8,918,542	15,732,388
1884	64,272,522	10,553,730	5,173,476	8,676,260	16,891,314
1885	64,281,642	10,792,894	4,737,749	9,016,435	16,549,934
1886	62,841,077	10,005,502	4,692,339	8,860,430	16,319,826
1887	65,161,774	12,505,068	4,742,720	9,281,479	17,308,082
1888	68,519,145	14,784,098	4,725,281	10,004,865	18,876,166
1889	71,889,895	13,432,362	5,334,470	10,430,594	20,472,416
1890	74,283,869	12,072,988	5,354,130	10,766,711	21,106,980
1891	74,812,620	11,643,394	5,775,203	11,285,355	23,149,754
1892	75,867,155	9,319,806	-	11,446,173	22,405,872
1893	74,632,847	-	-	-	-

* Including Coasting trade.

TABLE, No. 7.

PRINCIPAL MARITIME COUNTRIES—(Foreign Trade).

other Principal Maritime Countries of Europe, and the United States, distinguishing 1850, 1860, 1870, 1875, 1880, and 1882–93.—(With Cargoes and in Ballast.)

Tonnage of BRITISH Ships and Proportion to Total Tonnage.

HOLLAND.		FRANCE.		PORTUGAL.		ITALY.		UNITED STATES.†		YEARS.
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
605,489	34·7	1,353,062	29·3	-	-	-	-	-	-	1850
985,896	37·2	2,517,050	29·8	-	-	-	-	2,543,878	24·8	1860
1,961,692	53·8	5,411,705	39·8	1,673,752	66·7	1,968,173	25·8	5,565,067	44·1	1870
2,524,193	53·8	6,414,944	38·4	3,665,289	66·6	2,351,495	29·1	7,987,856	43·2	1875
3,409,791	49·8	10,161,902	40·6	3,622,177	63·0	3,377,513	34 3	15,807,135	51·7	1880
4,265,877	53·3	10,298,988	39·3	4,044,581	62·9	3,762,889	36·5	15,483,654	52·5	1882
3,817,704	48·5	11,174,956	40·2	4,226,018	60·4	4,520,097	40·0	13,664,161	50·7	1883
4,321,070	51·7	10,683,560	41·2	4,602,054	61·2	4,400,877	42·1	11,915,897	49·1	1884
4,240,407	51·5	10,658,228	41·0	4,295,371	59·4	5,121,015	44·2	12,571,718	50·7	1885
4,243,120	51·9	11,153,048	41·7	3,940,653	56·6	5,924,726	48·4	12,504,332	50·7	1886
4,817,019	51·0	11,557,100	41·6	3,816,881	55·7	6,909,516	50·1	14,390,834	53·2	1887
5,165,370	50·6	11,835,865	41·5	4,259,263	54·1	6,320,291	48·4	13,502,206	51·5	1888
5,386,122	52·0	11,114,496	40·6	5,531,526	56·0	6,709,736	48·4	13,740,761	50·9	1889
5,665,958	52·3	12,736,319	44·0	5,656,903	53·5	7,036,278	49·4	16,272,680	52·8	1890
5,851,647	51·3	14,052,460	44·5	5,653,099	51·0	6,440,090	45·8	15,212,975	49·4	1891
5,951,651	50·2	12,538,455	44·6	-	-	6,081,838	43·6	19,658,307	53·9	1892
-	-	-	-	-	-	-	-	17,300,256	51·6	1893

Tonnage of Ships OTHER than British, and Proportion to Total Tonnage.

1,141,882	65·3	3,257,657	70·7	-	-	-	-	-	-	1850
1,666,432	62·8	5,939,686	70·2	-	-	-	-	7,713,652	75·2	1860
1,682,779	46·2	8,195,032	60·2	836,249	33·3	5,653,270	74·2	7,066,750	55·9	1870
2,164,892	46·2	10,302,468	61·6	1,840,114	33·4	5,733,100	70·9	10,495,981	56·8	1875
3,434,243	50·2	14,870,576	59·4	2,123,870	37·0	6,469,457	65·7	14,739,891	48·3	1880
3,744,272	46·7	15,904,999	60·7	2,390,288	37·1	6,545,904	63·5	14,019,313	47·5	1882
4,049,120	51·5	16,610,160	59·8	2,768,335	39·6	6,779,899	60·0	13,261,718	49·3	1883
4,043,127	48·3	15,268,374	58·8	2,911,588	38·8	6,044,335	57·9	12,374,978	50·9	1884
3,986,496	48·5	15,361,565	59·0	2,941,810	40·6	6,450,940	55·8	12,212,049	49 3	1885
3,927,651	48·1	15,596,360	58·3	3,021,538	43·4	6,314,386	51·6	12,138,202	49;3	1886
4,636,022	49·0	16,206,457	58·4	3,032,729	44·3	6,885,334	49·9	12,651,416	46·8	1887
5,035,963	49·4	16,655,800	58·5	3,618,697	45·9	6,749,962	51·6	12,706,150	48·5	1888
4,979,394	48·0	16,262,799	59·4	4,337,459	44·0	7,161,968	51·6	13,242,552	49·1	1889
5,171,179	47·7	16,231,529	56·0	4,907,820	46·5	7,210,446	50·6	14,521,973	47·2	1890
5,556,997	48·7	17,550,416	55·5	5,428,950	49·0	7,631,753	54·2	15,591,946	50·6	1891
5,894,224	49·8	15,582,069	55·4	-	-	7,862,089	56·4	16,780,338	46·1	1892
-	-	-	-	-	-	-	-	16,204,015	48·4	1893

TOTALS.

HOLLAND.	FRANCE.	PORTUGAL.	ITALY.	UNITED STATES.†	
Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	
1,747,371	4,610,719	-	-	-	1850
2,652,328	8,456,736	-	-	10,257,530	1860
3,644,471	13,606,737	2,510,001	7,621,443	12,631,817	1870
4,689,085	16,717,412	5,505,403	8,084,595	18,483,837	1875
6,844,034	25,032,478	5,746,047	9,846,970	30,547,026	1880
8,010,149	26,193,987	6,434,869	10,308,793	29,502,967	1882
7,866,824	27,785,116	6,994,353	11,299,996	26,925,879	1883
8,364,197	25,951,934	7,513,642	10,445,212	24,290,875	1884
8,226,903	26,019,793	7,237,181	11,571,955	24,783,767	1885
8,170,771	26,749,408	6,962,191	12,239,112	24,643,034	1886
9,453,041	27,763,557	6,849,610	13,794,850	27,042,250	1887
10,201,333	28,491,665	7,877,960	13,070,253	26,208,356	1888
10,365,516	27,377,295	9,868,985	13,871,704	26,983,313	1889
10,837,137	28,967,848	10,564,723	14,246,724	30,794,653	1890
11,408,644	31,602,876	11,082,049	14,071,843	30,804,921	1891
11,845,875	28,120,524	-	13,943,927	36,438,645	1892
-	-	-	-	33,504,271	1893

† Years ended 30th June. These figures are exclusive of the Lake trade between the United States and Canada.

TABLE, No. 8.

PRINCIPAL MARITIME COUNTRIES—(Foreign Trade, STEAM Shipping).

Tonnage of STEAM Vessels Entered and Cleared in the United Kingdom, the other between BRITISH and OTHER Ships, in each of the Years

Tonnage of BRITISH Ships and Proportion to Total Tonnage.

YEARS.	UNITED KINGDOM.		RUSSIA (in Europe).		NORWAY.		SWEDEN.		GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850	1,802,955	81·5	-	-	-	-	-	-	-	-
1860	4,186,620	84·3	-	-	-	-	-	-	-	-
1870	13,341,058	88·5	-	-	262,555	53·0	-	-	-	-
1875	20,932,484	83·3	2,604,541	56·5	188,393	27·0	348,688	18·5	-	-
1880	30,976,037	83·2	-	-	296,896	26·6	708,101	23·3	4,319,319	49·2
1882	35,404,015	81·9	-	-	360,074	23·1	900,573	21·1	4,516,631	44·3
1883	39,469,391	81·7	5,076,906	56·8	436,130	23·8	1,319,954	26·5	5,335,966	44·3
1884	40,028,672	80·7	4,776,250	53·7	458,845	20·3	1,482,424	27·4	5,543,734	41·5
1885	39,794,162	80·4	5,324,482	57·5	490,753	22·6	1,573,627	27·1	5,214,068	39·2
1886	40,042,187	81·1	4,796,782	56·3	523,581	23·3	1,685,169	28·0	5,179,791	39·0
1887	42,157,324	81·1	6,361,938	59·1	543,858	23·0	1,734,348	27·6	5,465,044	38·5
1888	44,668,037	80·6	8,305,976	63·6	583,903	24·4	2,060,689	30 5	6,423,543	40·8
1889	47,020,297	80·0	7,369,580	60·7	701,443	24·7	2,240,476	30·6	6,986,713	40·1
1890	49,023,775	79·5	6,401,486	58·0	624,884	21·4	2,146,512	27·8	6,999,674	38·3
1891	49,371,398	78·4	5,753,962	54·3	640,243	19·9	2,290,459	28·1	8,063,794	40·0
1892	49,857,700	78·0	4,487,152	53·4	-	-	2,162,629	25·6	7,683,586	39·2
1893	49,893,628	78·4	-	-	-	-	-	-	-	-

Tonnage of Ships OTHER than British, and Proportion to Total Tonnage.

1850	406,892	18·5	-	-	-	-	-	-	-	-
1860	780,853	15·7	-	-	-	-	-	-	-	-
1870	1,731,273	11·5	-	-	232,590	47·0	-	-	-	-
1875	4,179,625	16·7	2,004,719	43·5	509,737	73·0	1,536,856	81·5	-	-
1880	6,237,905	16·8	-	-	816,712	73·4	2,329,495	76·7	4,467,317	50·8
1882	7,842,243	18·1	-	-	1,201,553	76·9	3,366,433	78·9	5,671,268	55·7
1883	8,818,219	18·3	3,865,346	43·2	1,398,728	76·2	3,662,264	73·5	6,703,738	55·7
1884	9,549,566	19·3	4,110 802	46·3	1,800,227	79·7	3,924,099	72·6	7,802,924	58·5
1885	9,715,705	19·6	3,933,776	42·5	1,682,443	77·4	4,253,526	72·9	8,073,874	60·8
1886	8,361,506	18·9	3,718,036	43·7	1,719,686	76·7	4,343,803	72·0	8,096,228	61·0
1887	9,808,868	18·9	4,403,380	40·9	1,816,977	77·0	4,541,553	72·4	8,741,835	61·5
1888	10,751,262	19·4	4,755,954	36·4	1,813,170	75·6	4,701,653	69·5	9,302,685	59·2
1889	11,743,903	20·0	4,773,290	39·3	2,134,523	75·3	5,089,719	69·4	10,427,733	59·9
1890	12,661,234	20·5	4,637,938	42·0	2,299,723	78·6	5,565,316	72·2	11,291,613	61·7
1891	13,593,686	21·6	4,837,086	45·7	2,577,473	80·1	5,847,316	71 9	12,120,797	60·0
1892	14,029,281	22·0	3,918,976	46·6	-	-	6,271,918	74·4	11,927,668	60·8
1893	13,776,504	21·6	-	-	-	-	-	-	-	-

TOTALS.

	UNITED KINGDOM.	RUSSIA (in Europe).	NORWAY.	SWEDEN.	GERMANY.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1850	2,209,847	-	-	-	-
1860	4,967,473	-	-	-	-
1870	15,072,331	-	495,145	-	-
1875	25,112,109	4,609,260	698,130	1,885,544	6,563,951
1880	37,213,942	6,927,950	1,113,608	3,037,596	8,786,636
1882	43,246,258	7,894,310	1,561,627	4,267,006	10,187,899
1883	48,287,610	8,942,252	1,834,858	4,982,218	12,039,704
1884	49,578,238	8,887,052	2,259,072	5,406,523	13,346,658
1885	49,509,867	9,258,258	2,173,196	5,827,153	13,287,942
1886	49,403,693	8,514,818	2,243,267	6,028,972	13,276,019
1887	51,966,192	10,765,318	2,360,835	6,275,901	14,206,879
1888	55,419,299	13,061,930	2,397,073	6,762,342	15,726,228
1889	58,764,200	12,142,870	2,835,966	7,330,195	17,414,446
1890	61,685,009	11,039,424	2,924,607	7,711,828	18,291,287
1891	62,965,084	10,591,048	3,217,716	8,137,775	20,184,591
1892	63,886,981	8,406,128	-	8,434,547	19,611,254
1893	63,670,132	-	-	-	-

TABLE, No. 8.

PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE, STEAM SHIPPING).

PRINCIPAL MARITIME COUNTRIES of EUROPE, and the UNITED STATES, distinguishing 1850, 1860, 1870, 1875, 1880, and 1882–93.—(With Cargoes and in Ballast.)

TONNAGE of BRITISH SHIPS, and Proportion to Total Tonnage.

HOLLAND.		PORTUGAL.		ITALY.		UNITED STATES.*		YEARS.
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
345,951	76·3	-	-	-	-	-	-	1850
595,088	68·1	-	-	-	-	-	-	1860
1,450,993	77·9	955,558	86·9	1,427,899	36·0	2,309,401	47·1	1870
2,233,429	71·2	3,193,363	75·8	2,005,680	41·0	4,569,418	53·2	1875
3,038,673	61·6	3,305,304	72·5	3,161,240	43·3	10,257,916	67·7	1880
3,968,891	62·7	3,776,649	70·5	3,573,989	44·7	10,739,454	62·6	1882
3,533,125	56·4	3,991,750	67·3	4,396,776	48·5	9,727,310	61·1	1883
4,048,740	59·2	4,369,464	67·1	4,268,144	50·9	8,308,855	59·4	1884
3,946,559	56·7	4,072,633	65·8	4,989,773	53·6	8,778,060	60·2	1885
3,872,503	55·9	3,761,225	62·6	5,807,436	57·3	8,709,983	60·0	1886
4,456,480	54·6	3,701,128	61·5	6,801,365	57·9	10,149,305	61·1	1887
4,895,464	54·0	4,147,408	58·6	6,235,255	54·8	9,350,753	56·5	1888
5,167,118	55·3	5,420,120	60·3	6,636,338	54·4	10,247,133	57·3	1889
5,447,622	55·0	5,585,930	56·7	6,952,034	55·9	12,857,726	59·0	1890
5,688,939	53·9	5,563,479	53·7	6,351,219	51·1	11,812,209	53·0	1891
5,778,128	52·5	-	-	6,031,188	48·8	16,298,397	59·1	1892
-	-	-	-	-	-	14,042,992	55·9	1893

Tonnage of SHIPS OTHER than BRITISH, and Proportion to Total Tonnage.

107,495	23·7	-	-	-	-	-	-	1850
278,905	31·9	-	-	-	-	-	-	1860
412,259	22·1	144,220	13·1	2,538,397	64·0	2,597,790	52·9	1870
903,375	28·8	1,020,057	24·2	2,885,228	59·0	4,018,570	46 8	1875
1,894,754	38·4	1,251,278	27·5	4,136,586	56·7	4,892,556	32·3	1880
2,362,437	37·3	1,582,797	29·5	4,420,761	55·3	6,429,010	37·4	1882
2,726,268	43·6	1,940,692	32·7	4,671,081	51·5	6,191,393	38·9	1883
2,796,122	40·8	2,143,593	32·9	4,114,978	49·1	5,683,390	40·6	1884
3,019,073	43·3	2,116,687	34·2	4,316,198	46·4	5,797,780	39·8	1885
3,060,180	44·1	2,251,302	37·4	4,328,189	42·7	5,804,474	40·0	1886
3,712,886	45·4	2,316,782	38·5	4,948,911	42·1	6,469,147	38·9	1887
4,173,581	46·0	2,934,870	41·4	5,141,852	45·2	7,188,035	43·5	1888
4,184,959	44·7	3,571,708	39·7	5,569,870	45·6	7,643,346	42·7	1889
4,465,852	45·0	4,268,291	43·3	5,493,757	44·1	8,944,563	41·0	1890
4,869,314	46·1	4,804,987	46·3	6,076,808	48·9	10,455,287	47·0	1891
5,225,854	47·5	-	-	6,329,541	51·2	11,259,268	40·9	1892
-	-	-	-	-	-	11,068,534	44·1	1893

TOTALS.

HOLLAND.	PORTUGAL.	ITALY.	UNITED STATES.*	
Tons.	*Tons.*	*Tons.*	*Tons*	
453,446	-	-	-	1850
873,993	-	-	-	1860
1,863,252	1,099,778	3,966,296	4,907,191	1870
3,136,804	4,213,420	4,820,908	8,587,988	1875
4,933,427	4,556,582	7,297,826	15,150,472	1880
6,331,328	5,359,446	7,994,750	17,168,464	1882
6,259,393	5,932,442	9,067,857	15,918,703	1883
6,844,862	6,513,057	8,383,122	13,992,245	1884
6,965,632	6,189,320	9,305,971	14,575,840	1885
6,932,683	6,012,527	10,135,625	14,514,457	1886
8,169,366	6,017,910	11,750,276	16,618,452	1887
9,069,045	7,082,278	11,377,107	16,538,788	1888
9,352,077	8,991,828	12,206,208	17,890,479	1889
9,913,474	9,854,221	12,445,791	21,802,289	1890
10,558,253	10,368,466	12,428,027	22,267,496	1891
11,003,982	-	12,360,729	27,557,665	1892
-	-	-	25,111,526	1893

* Years ended 30th June. Ocean steam vessels only. The Lake trade between the United States and Canada is not included.

TABLE, No. 9. - - - - - - - - -

PRINCIPAL MARITIME COUNTRIES—(Merchant Navies).

Tonnage of the Merchant Navies of the British Empire, the United Kingdom, the other 1830, 1840, 1850, 1860, 1870,

Countries.	1820.	1830.	1840.	1850.	1860.	1870.	1875.	
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	
United Kingdom (including Channel Islands and Isle of Man)* - -			2,768,262	3,565,133	4,658,687	5,690,789	6,152,467	1
Canada (including Newfoundland)* - - -			330,836	448,339	639,612	896,612	1,062,630	2
Australasia* - - -	Not distinguished		27,741	56,826	146,613	209,740	232,597	3
British India (including Ceylon)* - - -			184,699	162,654	266,056	351,993	98,466	4
Other British Possessions*							198,077	5
British Possessions: Total of - -			543,276	667,829	1,052,281	1,458,345	1,591,770	6
British Empire*: Total of -	2,648,593	2,531,819	3,311,538	4,232,962	5,710,968	7,149,134	7,744,237	7
Russia - - - -	- -	- -	- -	- -	- -	- -	- -	8
Finland - - - -	- -	- -	- -	- -	- -	- -	300,721	9
Norway - - - -	- -	169,197	276,697	298,315	558,927	1,022,515	1,419,308	10
Sweden - - -	- -	- -	- -	- -	- -	346,862	507,049	11
Denmark - - -	- -	- -	- -	- -	- -	178,646	244,100	12
Hamburg - - -	- -	- -	- -	71,257	142,416	184,496	219,567	13
Bremen - - - -	17,283	20,206	43,647	67,770	121,863	171,654	182,073	14
Total German Empire -	- -	- -	- -	- -	- -	982,355	1,084,882	15
Holland - - - -	- -	- -	- -	292,576	433,922	389,614	410,689	16
Belgium - - - -	- -	- -	22,610	34,919	33,111	30,149	50,186	17
France - - - -	- -	- -	662,500	688,153	996,124	1,072,048	1,028,228	18
Italy† - - - -	- -	- -	- -	- -	- -	1,012,164	1,044,337	19
Austro-Hungarian Empire§	- -	- -	- -	- -	- -	329,377	290,450	20
Greece - - - -	- -	- -	- -	- -	263,075	404,063	262,032	21
United States‡:								
Registered for Oversea (Foreign Trade) -	619,048	576,475	899,765	1,585,711	2,546,237	1,516,800	1,553,827	22
Enrolled and Licensed (including Lake and River Steamers)‖ -	661,119	591,447	1,240,860	1,899,555	2,752,938	2,677,940	3,299,905	23

* The figures here given are those of the net tonnage of vessels registered under Acts registering British vessels, and the Merchant Shipping Acts, and of vessels locally registered under the 41 c. of the Consolidated Statutes of the Province of Canada, from 1880.
† Small coasting vessels and fishing boats are included in the year 1870.

TABLE, No. 9.

PRINCIPAL MARITIME COUNTRIES—(Merchant Navies).

Principal Maritime Countries of Europe, and the United States, in each of the Years 1820, 1875, 1880, and 1885-93.

	1880.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1	6,574,513	7,430,045	7,362,499	7,335,182	7,464,167	7,759,008	7,978,538	8,279,297	8,644,754	8,778,503
2	1,324,409	1,277,155	1,267,885	1,182,136	1,149,176	1,116,918	1,094,016	1,075,653	1,037,392	985,759
3	274,406	368,273	373,003	377,661	352,231	356,076	369,415	361,795	366,591	365,058
4	89,282	64,409	64,125	68,197	73,005	68,812	70,064	70,841	66,162	65,413
5	184,561	183,733	179,220	172,336	171,304	171,246	176,055	173,988	171,299	170,834
6	1,872,658	1,893,570	1,884,233	1,800,330	1,745,716	1,713,052	1,709,550	1,682,277	1,641,444	1,587,064
7	8,447,171	9,323,615	9,246,732	9,135,512	9,209,883	9,472,060	9,688,088	9,961,574	10,286,198	10,365,567
8	467,884	484,784	492,030	—	—	—	—	—	—	—
9	288,308	264,412	268,200	251,592	—	—	—	—	257,854	—
10	1,518,658	1,563,020	1,524,076	1,503,572	1,534,540	1,611,398	1,705,699	1,738,580	1,744,993	—
11	542,642	517,061	500,395	500,096	500,010	504,679	510,947	532,097	548,711	—
12	249,466	278,738	272,500	270,515	270,941	289,217	302,194	310,952	318,837	—
13	244,279	322,235	341,393	360,569	384,310	464,782	538,229	569,238	591,180	—
14	270,209	319,213	334,015	324,918	325,522	351,320	378,028	393,599	406,172	414,215
15	1,181,525	1,282,449	1,284,703	1,240,182	1,233,894	1,320,721	1,433,413	1,468,985	1,511,579	—
16	328,281	302,769	286,455	256,310	245,416	247,058	255,711	292,301	292,763	—
17	75,666	84,862	86,837	86,391	77,655	70,222	75,946	72,905	70,395	—
18	919,293	1,000,215	993,291	972,525	961,073	932,735	944,013	948,079	905,606	—
19	999,196	953,419	945,678	895,625	853,033	824,474	820,716	825,757	811,264	—
20	290,971	269,763	261,588	243,179	218,041	210,983	204,214	202,520	196,647	—
21	- -	- -	- -	258,756	248,974	263,747	271,386	268,799	311,550	—
22	1,352,810	1,287,999	1,111,179	1,015,563	943,784	1,021,595	946,695	1,005,950	994,675	899,803
23	2,715,224	2,977,935	3,019,956	3,090,282	3,248,132	3,285,880	3,477,802	3,678,809	3,770,246	3,925,268

§ Including the vessels trading on the Danube. Excluding small coasting vessels and fishing boats.
‖ Years ended 30th June. The tonnage for 1870 and subsequent years is new admeasurement.
¶ Registered tonnage is that employed in the foreign trade. Enrolled and licensed is that employed in the river, lake, and coasting trade.

TABLE, No. 10.

PRINCIPAL MARITIME COUNTRIES—(Steam Tonnage).

Tonnage of Steam Vessels belonging to the Merchant Navies of the British Empire, the United Kingdom, the other Principal Maritime Countries of Europe, and the United States, in each of the Years 1840, 1850, 1860, 1870, 1875, 1880, 1885, and 1887–93.

COUNTRIES.	1840.	1850.	1860.	1870.	1875.	1880.	1885.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
United Kingdom (including Channel Islands and Isle of Man) *	87,928	168,474	454,327	1,112,934	1,945,570	2,723,468	3,973,483	4,085,275	4,349,658	4,717,730	5,042,517	5,307,204	5,564,482	5,740,243
Canada (including Newfoundland)*	Not distinguished.		25,497	32,619	54,453	106,394	122,240	113,893	118,637	119,324	121,158	129,004	137,660	143,566
Australasia*			12,187	29,814	38,579	71,427	135,473	145,344	137,743	145,086	167,970	165,608	174,776	180,846
British India (including Ceylon)*			8,133	26,767	6,768	11,665	14,108	17,267	20,786	21,659	24,532	28,465	26,791	27,740
Other British Possessions*					27,434	36,328	47,811	48,224	54,613	54,930	57,529	59,411	57,767	56,793
British Possessions: Total of	7,879	19,157	45,817	89,200	127,234	225,814	319,632	324,728	331,779	340,999	371,189	382,488	396,994	408,945
British Empire*: Total of	95,807	187,631	500,144	1,202,134	2,072,804	2,949,282	4,293,115	4,410,003	4,681,437	5,058,729	5,413,706	5,689,692	5,961,476	6,149,188
Russia	–	–	–	–	–	88,990	126,578	–	–	–	–	–	–	–
Finland	–	–	–	–	7,400	11,431	17,075	16,731	–	–	–	–	26,048	–
Norway	–	–	–	13,715	45,965	58,062	114,108	121,794	137,542	168,081	203,115	238,511	251,490	–
Sweden	–	–	–	–	83,007	81,049	110,151	122,938	125,496	134,970	141,267	152,493	171,808	–
Denmark	–	–	–	10,453	39,368	51,957	89,815	89,989	95,650	103,824	112,788	117,054	119,038	–
Hamburg	–	2,842	10,184	32,450	89,730	99,153	188,296	217,594	237,327	308,718	373,422	393,360	392,365	–
Bremen	–	–	8,483	41,393	55,319	58,666	101,256	121,315	124,260	156,067	179,404	193,419	201,124	204,939
Total German Empire	–	–	–	81,994	183,569	215,758	420,605	470,364	502,579	617,911	723,652	764,711	786,397	–
Holland	–	2,706	10,132	19,455	59,925	64,394	108,422	100,681	105,248	109,954	128,511	161,593	169,369	–
Belgium	1,048	1,604	4,254	9,501	35,430	65,224	79,809	80,891	73,384	65,951	71,553	70,860	69,356	–
France	9,535	13,925	68,025	154,415	205,420	277,759	492,396	506,652	509,801	492,684	499,921	521,872	498,562	–
Italy	–	–	–	32,100	57,147	77,050	124,600	163,131	175,100	182,249	186,567	199,945	201,443	–
Austro-Hungarian Empire	–	–	–	49,977	56,271	62,743	82,171	93,075	91,535	93,229	94,234	99,820	102,315	–
Greece	–	–	–	5,360	8,241	–	–	31,451	32,325	40,589	44,684	54,987	77,066	–
United States†:— Registered for Oversea (Foreign Trade)	4,155	44,942	97,296	192,544	191,689	146,604	186,406	173,571	183,398	194,471	197,630	239,995	228,899	261,103
Enrolled and Licensed (including Lake and River Steamers)‡	198,184	481,005	770,641	882,551	976,979	1,064,954	1,308,511	1,369,146	1,464,672	1,571,080	1,661,458	1,776,269	1,845,518	1,922,169

* The figures here given are those of the net tonnage of vessels registered under Acts for registering British vessels, and the Merchant Shipping Acts, and of vessels locally registered under the 41 c. of the Consolidated Statutes of the Province of Canada, from 1880.

† Years ended 30th June. The tonnage for 1870 and subsequent years is all new admeasurement.

‡ The "enrolled and licensed" tonnage of the United States is confined to the home and river trades, and is prohibited by law from going on a foreign voyage.

TABLE, No. 11.

PRINCIPAL MARITIME COUNTRIES—(Tonnage added to the Register).

Tonnage of Shipping added to the Merchant Navies of the United Kingdom and the other Principal Maritime Countries of Europe, and the United States, in each of the Years 1850, 1860, 1870, 1875, 1880, and 1885–93.

COUNTRIES.	1850.	1860.	1870.	1875.	1880.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
United Kingdom - - -	133,695*	301,535	391,831	502,585	411,736	423,711	323,897	384,537	550,810	690,178	657,046	699,232	714,791	532,768
Norway - - - - -	11,115	20,884	69,415	118,394	71,427	69,421	37,495	73,073	119,697	141,295	165,379	135,905	94,083	—
Sweden - - - - -	- -	- -	25,434	30,039	13,152	17,458	7,663	11,636	15,022	19,294	18,689	30,514	33,177	—
Denmark - - - - -	- -	- -	- -	27,836	12,273	9,197	5,908	11,439	17,067	34,554	26,855	19,553	19,559	—
Germany - - - - -	- -	- -	- -	72,709	80,827	44,179	73,151	67,532	89,161	193,589	194,742	130,562	110,029	—
Holland - - - - -	18,572	11,866	19,406	21,882	14,690	13,433	8,443	11,960	16,493	20,899	32,564	55,453	15,248	—
France - - - - -	44,032	43,823	63,372	64,209	46,830	25,611	41,467	30,069	58,764	57,178	74,534	60,159	32,988	—
Italy † - - - - -	- -	- -	106,162	88,678	31,863	30,165	47,213	29,595	25,714	25,930	40,449	—	—	—
United States ‡ - - -	272,218	214,798	276,953	297,639	157,410	159,056	95,453	150,450	218,087	231,134	294,123	369,302	199,633	211,639

Note.—By tonnage of shipping added, is meant the addition to the register of vessels, whether new built or bought abroad. The above figures represent, therefore, the gross and not the net increase of the merchant navy of each country.

* The figures for the new tonnage added to the Register relate to British-built vessels only in the year 1850, and to all vessels in subsequent years.
† The figures given for Italy prior to the year 1886 include the tonnage of vessels added to the register other than those new-built and bought abroad.
‡ Years ended 30th June. These figures represent the tonnage built only; they include also the tonnage of canal boats and barges built.

TABLE, No. 12. - - - - - - - - -

PRINCIPAL MARITIME COUNTRIES—(Wrecks). - - - -

NUMBER and TONNAGE of VESSELS belonging to the BRITISH EMPIRE, the UNITED KINGDOM, the
from the REGISTER on account of WRECK

COUNTRIES.	1870.		1875.		1880.		1882.		1883.		1884.		1885.		
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	
British Empire *-	–	–	902	251,705	1,125	331,793	1,001	330,505	1,088	330,003	878	284,066	856	282,583	1
United Kingdom*	–	–	601	189,905	794	261,672	676	260,145	737	263,116	548	224,201	486	216,310	2
Norway - -	150	24,039	156	35,960	232	58,903	234	59,283	202	64,833	187	45,942	238	70,390	3
Sweden - -	26	4,212	43	8,296	47	9,535	52	11,003	50	16,587	39	8,487	36	8,046	4
Denmark - -	–	–	61	8,139	69	8,016	81	8,034	59	7,534	50	6,488	34	5,130	5
Germany - -	–	–	179	38,670	246	48,405	244	67,096	171	56,976	120	38,364	148	37,502	6
Belgium -	5	2,207	5	4,313	4	3,509	4	3,025	4	8,647	1	2,032	1	1,103	7
France - -	437	38,562	321	39,099	203	27,567	227	31,561	270	36,172	171	20,183	191	25,601	8
Italy - - -	169	27,254	148	27,796	95	21,636	108	26,368	152	32,081	87	19,324	103	26,831	9
Austria - -	42	10,328	39	7,145	32	8,001	23	7,508	22	5,914	25	7,877	16	4,119	10
United States† -	583	134,099	465	91,741	464	98,440	435	89,574	424	96,390	510	110,318	371	86,528	11

* These figures do not include wrecks in rivers, harbours, or inland waters.

† Years ended 30th June. These figures include wrecks in the coasting and lake trade.

TABLE, No. 12.

PRINCIPAL MARITIME COUNTRIES—(WRECKS).

other PRINCIPAL MARITIME COUNTRIES of EUROPE, and the UNITED STATES, which were removed in each of the Years 1870, 1875, 1880 and 1882–1892.

	1886.		1887.		1888.		1889.		1890.		1891.		1892.		COUNTRIES.
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	
1	896	285,082	740	261,428	708	230,742	578	218,676	690	249,409	686	249,277	536	211,853	British Empire.*
2	575	215,274	427	195,893	477	188,175	376	172,103	439	203,053	501	216,255	336	162,990	United Kingdom.*
3	260	64,648	224	71,942	219	77,293	168	60,906	211	62,676	222	89,581	–	–	Norway.
4	27	9,830	43	11,095	29	6,790	26	5,561	39	9,568	32	10,855	30	9,436	Sweden.
5	42	6,437	53	7,858	56	9,624	41	10,159	50	6,589	37	3,938	52	5,937	Denmark.
6	147	49,026	173	51,788	158	51,544	116	39,056	92	34,459	116	44,435	109	33,907	Germany.
7	None.		1	690	3	1,674	2	1,869	1	1,423	1	63	None.		Belgium.
8	146	19,173	218	20,722	196	25,904	170	26,927	182	19,844	241	25,029	159	26,218	France.
9	114	27,226	–	–	131	33,730	108	27,991	97	25,132	–	–	–	–	Italy.
10	20	6,107	23	10,045	33	10,178	20	5,179	21	2,732	18	4,639	–	–	Austria.
11	551	144,193	556	115,580	452	106,772	464	101,131	505	135,600	392	96,609	389	89,571	United States.†

* These figures do not include wrecks in rivers, harbours, or inland waters.

† Years ended 30th June. These figures include wrecks in the coasting and lake trade.

TABLE, No. 13.

UNITED KINGDOM—(Tonnage Built).

Tonnage of Vessels Built in the United Kingdom, in each Year from 1858 to 1893.

Years.	For Home and the Colonies.			For Foreigners.			Total.		
	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1858	154,930	53,150	208,080	1,518	26,956	28,474	156,448	80,106	236,554
1859	147,967	38,003	185,970	3,402	23,372	26,774	151,369	61,375	212,744
1860	158,172	53,796	211,968	-	13,903	13,903	158,172	67,699	225,871
1861	129,970	70,869	200,839	232	7,255	7,487	130,202	78,124	208,326
1862	164,061	77,338	241,399	-	20,533	20,533	164,061	97,871	261,932
1863	253,036	107,951	360,987	1,084	16,236	17,320	254,120	124,187	378,307
1864	272,499	159,374	431,873	2,279	26,681	28,960	274,778	186,055	460,833
1865	235,555	179,649	415,204	949	32,016	32,965	236,504	211,665	448,169
1866	207,678	133,511	341,189	3,641	34,709	38,350	211,319	168,220	379,539
1867	174,507	94,573	269,080	4,994	31,905	36,899	179,501	126,478	305,979
1868	237,687	78,510	316,197	8,671	37,460	46,131	246,358	115,970	362,328
1869	230,762	123,525	354,287	11,800	22,005	33,805	242,562	145,530	388,092
1870	117,032	225,674	342,706	9,429	42,222	51,651	126,461	267,896	394,357
1871	56,545	297,810	354,355	3,715	32,988	36,703	60,260	330,798	391,058
1872	54,967	338,004	392,971	3,790	77,957	81,747	58,757	415,961	474,718
1873	88,532	282,134	370,666	1,094	81,783	82,877	89,626	363,917	453,543
1874	187,313	333,890	521,203	1,781	80,883	82,664	189,094	414,773	603,867
1875	241,646	178,905	420,551	3,711	47,796	51,507	245,357	226,701	472,058
1876	236,890	123,475	360,365	4,198	13,457	17,655	241,088	136,932	378,020
1877	212,320	221,330	433,650	2,194	15,075	17,269	214,514	236,405	450,919
1878	141,165	287,080	428,245	7,108	35,366	42,474	148,273	322,446	470,719
1879	59,115	297,720	356,835	2,464	46,692	49,156	61,579	344,412	405,991
1880	57,480	346,361	403,841	585	68,470	69,055	58,065	414,831	472,896
1881	92,420	408,764	501,184	1,348	106,346	107,694	93,768	515,110	608,878
1882	145,700	521,575	667,275	2,139	113,637	115,776	147,839	635,212	783,051
1883	146,818	621,758	768,576	1,272	122,368	123,640	148,090	744,126	892,216
1884	162,234	335,208	497,442	10,945	79,887	90,832	173,179	415,095	588,274
1885	208,411	196,975	405,386	10,683	24,943	35,626	219,094	221,918	441,012
1886	138,362	154,638	293,000	6,887	31,641	38,528	145,249	186,279	331,528
1887	81,279	225,440	306,719	5,848	64,631	70,479	87,127	290,071	377,198
1888	75,696	407,445	483,141	20,697	70,109	90,806	96,393	477,554	573,947
1889	117,481	554,024	671,505	19,666	163,558	183,224	137,147	717,582	854,729
1890	123,224	528,789	652,013	25,468	135,157	160,625	148,692	663,946	812,638
1891	191,917	478,682	670,599	37,693	101,201	138,894	229,610	579,883	809,493
1892	258,700	434,091	692,791	28,372	80,385	108,757	287,072	514,476	801,548
1893	114,895	380,393	495,288	8,979	80,407	89,386	123,874	460,800	584,674

Note.—The Returns for the years prior to 1871 denote the tonnage of the newly-built vessels which were *first registered* in those years, but in the Returns for 1891 and later years the tonnage of vessels, the building of which was completed in those years, is given, whether registered during the year or not.

The above Statement includes the following, which were built for War purposes for Foreigners:

Years.	Sailing.	Steam.	Total.	Years.	Sailing.	Steam.	Total.
	Tons.	*Tons.*	*Tons.*		*Tons.*	*Tons.*	*Tons.*
1864	-	6,497	6,497	1879	-	716	716
1865	-	3,700	3,700	1880	-	385	385
1866	-	10,301	10,301	1881	-	5,338	5,338
1867	-	3,604	3,604	1882	-	447	447
1868	1,117	9,137	10,254	1883	-	270	270
1869	-	2,354	2,354	1884	-	2,339	2,339
1870	-	970	970	1885	-	5,462	5,462
1871	-	80	80	1886	-	840	840
1872	-	40	40	1887	-	3,966	3,966
1873	-	280	280	1888	-	1,899	1,899
1874	-	12,877	12,877	1889	-	726	726
1875	-	12,280	12,280	1890	-	3,437	3,437
1876	-	14	14	1891	-	300	300
1877	-	3,435	3,435	1892	-	2,792	2,792
1878	-	2,482	2,482	1893	-	2,471	2,471

TABLE, No. 14.

UNITED STATES—(TONNAGE BUILT).

TONNAGE of VESSELS BUILT in the UNITED STATES and Sold to Foreigners, in each Year from 1850 to 1893.

YEARS (ending 30th June).	Tonnage Built.				Tonnage of Vessels Sold to Foreigners.
	On the Sea Coast.	On the Mississippi River and its Tributaries.	On the Great Lakes	TOTAL.	
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1850	- -	- -	- -	272,218	13,468
1851	- -	- -	- -	298,203	15,247
1852	- -	- -	- -	351,493	17,921
1853	- -	- -	- -	425,571	10,035
1854	- -	- -	- -	535,616	60,033
1855	- -	- -	- -	583,450	65,887
1856	- -	- -	- -	469,393	42,618
1857	285,453	41,854	51,498	378,805	52,649
1858	177,412	35,659	31,642	244,713	26,305
1859	133,294	17,128	6,180	156,602	30,850
1860	169,836	32,970	11,992	214,798	17,418
1861	179,767	29,960	23,467	233,194	26,649
1862	112,487	8,785	53,804	175,076	117,756
1863	215,667	27,407	67,972	311,046	222,199
1864	310,421	56,169	49,151	415,741	300,865
1865	291,306	66,576	36,641	394,523	133,832
1866	232,388	70,555	33,204	336,147	22,117
1867	230,810	35,106	39,679	305,595	9,088
1868	175,812	52,695	56,798	285,305	13,757
1869	191,194	34,576	49,460	275,230	19,063
1870	182,836	56,859	37,258	276,953	17,079
1871	156,249	73,081	43,897	273,227	13,534
1872	128,097	36,344	44,611	209,052	19,572
1873	218,139	48,659	92,448	359,246	29,763
1874	277,093	63,646	91,986	432,725	77,054
1875	244,474	23,294	29,871	297,639	25,541
1876	163,826	23,636	16,124	203,586	33,253
1877	132,996	34,693	8,903	176,592	24,724
1878	155,138	68,928	11,438	235,504	43,607
1879	115,683	62,213	15,135	193,031	43,312
1880	101,720	32,791	22,899	157,410	26,883
1881	125,766	81,189	73,504	280,459	28,671
1882	188,084	35,817	58,369	282,270	18,257
1883	210,349	26,443	28,638	265,430	37,385
1884	178,419	16,664	30,431	225,514	28,722
1885	121,010	11,220	26,826	159,056	26,213
1886	64,458	10,595	20,400	95,453	33,063
1887	83,061	10,901	56,488	150,450	22,122
1888	105,125	11,859	101,103	218,087	11,116
1889	111,852	12,202	107,080	231,134	9,871
1890	169,091	16,506	108,526	294,123	13,322
1891	237,462	19,984	111,856	369,302	9,410
1892	138,863	14,600	45,969	199,632	15,329
1893	102,830	9,538	99,271	211,639	15,395

Note.—The above figures include the tonnage of canal boats and barges built

TABLE, No. 15.

FRANCE—(Tonnage Built).

Tonnage of Vessels Built in France, Bought Abroad, and Sold to Foreigners, in each Year from 1855 to 1892.

Years.	Tonnage of Vessels Built.	Tonnage of Vessels Bought Abroad.	Tonnage of Vessels Sold to Foreigners.
	Tons.		*Tons.*
1855	103,488		1,919
1856	174,018		2,414
1857	116,910		4,318
1858	66,427		10,910
1859	37,216		9,404
1860	43,192		13,182
1861	45,100		10,354
1862	52,444		8,760
1863	59,467		9,625
1864	64,670		6,856
1865	76,817		4,907
1866	75,990		3,982
1867	81,127		4,914
1868	68,983		5,298
1869	73,878		2,811
1870	62,805		11,135
1871	58,541		16,341
	Tons.	*Tons.*	
1872	50,697	34,885	17,865
1873	39,430	17,646	19,848
1874	34,917	17,404	27,092
1875	37,520	20,001	14,722
1876	32,707	15,581	16,148
1877	26,884	12,864	14,751
1878	21,367	19,677	12,851
1879	24,733	16,809	8,323
1880	12,629	34,201	12,939
1881	20,735	34,909	11,441
1882	56,594	78,612	17,407
1883	35,223	49,387	14,681
1884	57,162	20,472	11,814
1885	15,930	9,681	20,852
1886	27,075	14,392	17,276
1887	15,247	14,822	14,390
1888	31,936	26,828	25,403
1889	32,502	24,676	18,828
1890	24,018	50,516	12,459
1891	28,465	31,694	10,339
1892	18,604	14,384	12,311

TABLE, No. 16.

Trade with British Possessions.

Tonnage of Shipping Entered and Cleared in the United Kingdom in the Trade with the British Possessions, distinguishing British from Foreign Tonnage, from 1851 to 1893 (with Cargoes and in Ballast).

Years.	British Ships.	Foreign Ships.	Total.
	Tons.	*Tons.*	*Tons.*
1851	3.392,076	282,949	3,675,025
1852	3,282,241	357,835	3,640,076
1853	3,448,144	585,507	4,033,651
1854	4,070,217	568,580	4,638,797
1855	3,404,562	565,162	3,969,724
1856	3,990,161	636,989	4,627,150
1857	4,291,108	858,768	5,149,876
1858	4,017,450	698,372	4,715,822
1859	4,076,907	794,855	4,871,762
1860	4,335,862	733,398	5,069,260
1861	4,818,211	1,033,482	5,851,693
1862	4,874,382	586,968	5,461,350
1863	5,430,565	682,655	6,113,220
1864	5,278,491	551,680	5,830,171
1865	5,219,950	434,918	5,654,868
1866	5,370,692	485,090	5,855,782
1867	5,275,469	502,920	5,778,389
1868	5,335,711	572,885	5,908,596
1869	5,260,551	570,781	5,831,332
1870	5,495,050	548,978	6,044,028
1871	5,939,377	597,877	6,537,254
1872	6,130,130	794,112	6,924,242
1873	6,287,061	943,418	7,230,479
1874	6,746,682	1,082,876	7,829,558
1875	6,574,456	1,019,932	7,594,388
1876	7,278,411	1,210,158	8,488,569
1877	7,856,998	1,135,472	8,992,470
1878	7,095,612	913,768	8,009,380
1879	7,285,663	855,890	8,141,553
1880	8,264,595	1,167,542	9,432,137
1881	8,304,174	1,163,036	9,467,210
1882	8,482,818	1,265,463	9,748,281
1883	9,132,131	1,443,437	10,575,568
1884	8,531,862	1,280,321	9,812,183
1885	9,004,767	1,255,834	10,260,601
1886	8,647,801	1,132,924	9,780,725
1887	8,439,815	1,092,523	9,532,338
1888	8,878,718	1,097,631	9,976,349
1889	9,211,059	1,214,279	10,425,338
1890	9,137,840	1,329,723	10,467,563
1891	9,387,614	1,127,528	10,515,142
1892	9,400,583	1,281,011	10,681,594
1893	8,985,434	1,067,652	10,053,086

TABLE, No. 17.

Trade with British North America.

Tonnage of Shipping Entered and Cleared in the United Kingdom in the Trade with British North America, distinguishing British from Foreign Tonnage, from 1847 to 1893 (with Cargoes and in Ballast).

Years.	British Vessels.	Foreign Vessels.	Total.
	Tons.	*Tons.*	*Tons.*
1847	1,783,275	9,605	1,792,880
1848	1,554,783	- Nil -	1,554,783
1849	1,493,338	1,834	1,495,172
1850	1,278,359	83,510	1,361,869
1851	1,461,443	128,408	1,589,851
1852	1,306,185	168,441	1,474,626
1853	1,316,285	255,301	1,571,586
1854	1,641,190	278,654	1,919,844
1855	1,000,034	186,693	1,186,727
1856	1,402,682	222,145	1,624,827
1857	1,473,121	305,618	1,778,739
1858	1,322,415	236,638	1,559,053
1859	1,268,401	317,293	1,585,694
1860	1,595,483	251,455	1,846,938
1861	1,867,378	555,369	2,422,747
1862	1,804,221	191,698	1,995,919
1863	2,013,427	264,493	2,277,920
1864	1,653,473	229,995	1,883,468
1865	1,770,637	194,666	1,965,303
1866	1,775,940	224,347	2,000,287
1867	1,586,354	175,580	1,761,934
1868	1,652,724	259,015	1,911,739
1869	1,645,803	297,076	1,942,879
1870	1,799,514	261,773	2,061,287
1871	1,871,294	280,369	2,151,663
1872	1,971,350	395,166	2,366,516
1873	1,986,605	531,030	2,517,635
1874	2,146,872	604,721	2,751,593
1875	1,742,070	511,682	2,253,752
1876	2,101,149	709,278	2,810,427
1877	2,493,076	608,638	3,101,714
1878	2,003,062	497,716	2,500,778
1879	1,923,922	478,627	2,402,549
1880	2,412,458	679,547	3,092,005
1881	2,011,047	596,897	2,607,944
1882	1,712,862	576,360	2,289,222
1883	2,086,439	712,122	2,798,561
1884	1,599,525	647,306	2,246,831
1885	1,719,911	673,987	2,393,898
1886	1,750,794	660,911	2,411,705
1887	1,602,485	638,861	2,241,346
1888	1,528,886	600,433	2,129,319
1889	1,848,049	723,445	2,571,494
1890	1,794,755	816,926	2,611,681
1891	1,798,567	603,251	2,401,818
1892	2,056,152	790,869	2,847,021
1893	2,086,921	635,946	2,722,867

TABLE, No. 18.

Trade with the United States.

Tonnage of Shipping Entered and Cleared in the United Kingdom in the Trade with the United States, distinguishing British, United States, and other Ships, from 1853 to 1893 (Cargoes only).

Years.	British.	United States.	Other Countries.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*
1853	857,250	1,592,939	91,199	2,541,388
1854	741,401	1,847,069	86,431	2,674,901
1855	420,268	1,854,308	49,445	2,324,021
1856	664,250	2,188,612	82,823	2,935,685
1857	650,294	1,827,611	60,698	2,538,603
1858	562,048	1,826,841	108,561	2,497,450
1859	784,543	1,635,563	122,401	2,542,507
1860	945,668	2,245,234	165,712	3,356,614
1861	1,041,818	2,052,935	228,833	3,323,586
1862	877,115	1,646,885	319,701	2,843,701
1863	1,173,463	927,186	308,173	2,408,822
1864	1,250,585	674,408	196,499	2,121,492
1865	1,231,660	484,098	152,692	1,868,450
1866	1,853,145	745,467	310,501	2,909,113
1867	2,009,687	762,544	288,330	3,060,561
1868	2,103,872	714,423	355,696	3,173,991
1869	2,464,012	669,444	367,810	3,501,266
1870	2,625,991	826,692	287,282	3,739,965
1871	3,335,966	1,117,465	611,775	5,065,206
1872	3,488,452	524,309	829,698	4,842,459
1873	3,641,758	634,753	1,082,685	5,359,196
1874	3,666,494	717,147	1,228,721	5,612,362
1875	3,643,184	736,338	899,443	5,278,965
1876	3,935,763	940,352	1,286,604	6,162,719
1877	4,043,020	783,710	1,276,137	6,102,867
1878	4,991,565	714,187	1,381,906	7,087,658
1879	6,169,027	630,816	1,219,521	8,019,364
1880	6,939,245	612,634	1,441,952	8,993,831
1881	7,017,554	633,018	1,180,537	8,831,109
1882	6,213,355	534,176	984,387	7,731,918
1883	6,774,362	462,458	1,022,520	8,259,340
1884	6,346,750	300,056	749,333	7,396,139
1885	6,672,130	396,428	785,765	7,854,323
1886	7,123,982	313,264	670,537	8,107,783
1887	7,369,726	253,762	581,811	8,205,299
1888	6,773,785	188,404	525,110	7,487,299
1889	7,583,658	257,759	599,918	8,441,335
1890	7,884,791	246,759	763,166	8,894,716
1891	7,935,304	241,784	696,673	8,873,761
1892	9,181,932	148,930	716,023	10,046,885
1893	7,892,645	436,802	584,439	8,913,886

TABLE, No. 19.

Trade (Foreign) of British India—(1. Countries).

Tonnage of Shipping Entered and Cleared, distinguishing

Years (ending 31st March).		United Kingdom.	British Possessions.	Foreign	
				Austria.	France.
		Tons.	*Tons.*	*Tons.*	*Tons.*
1875–76	Entered	1,234,097	936,234	19,362	33,496
	Cleared	1,460,885	744,976	22,691	157,552
1876–77	Entered	1,359,267	940,230	15,045	26,714
	Cleared	1,430,454	821,060	19,848	163,247
1877–78	Entered	1,403,485	980,062	19,930	32,032
	Cleared	1,501,381	732,272	23,544	141,806
1878–79	Entered	1,176,879	928,197	19,491	28,197
	Cleared	1,291,465	792,490	20,457	113,015
1879–80	Entered	1,301,559	992,769	26,152	16,871
	Cleared	1,285,334	821,021	20,613	180,550
1880–81	Entered	1,491,841	1,105,657	31,893	13,281
	Cleared	1,484,094	900,870	34,573	221,839
1881–82	Entered	1,510,047	1,293,368	63,902	54,628
	Cleared	1,561,691	1,002,471	69,085	329,349
1882–83	Entered	1,364,552	1,405,735	82,462	50,265
	Cleared	1,558,246	863,918	67,896	306,722
1883–84	Entered	1,493,587	1,351,565	81,333	77,501
	Cleared	1,499,067	813,457	77,644	368,003
1884–85	Entered	1,522,559	1,161,325	59,994	26,905
	Cleared	1,386,428	801,539	70,483	288,364
1885–86	Entered	1,642,070	1,386,931	58,567	5,456
	Cleared	1,537,694	900,600	61,850	271,651
1886–87	Entered	1,498,989	1,386,109	42,497	3,556
	Cleared	1,464,489	873,510	81,449	271,085
1887–88	Entered	1,674,284	1,241,445	59,561	—
	Cleared	1,410,846	963,411	69,687	229,461
1888–89	Entered	1,554,279	1,353,118	42,923	2,550
	Cleared	1,380,150	932,531	52,061	272,839
1889–90	Entered	1,341,475	1,548,784	53,391	2,166
	Cleared	1,368,914	1,002,574	56,975	206,321
1890–91	Entered	1,433,654	1,608,098	49,161	851
	Cleared	1,226,001	1,173,549	54,945	202,768
1891–92	Entered	1,450,896	1,563,290	52,105	57,751
	Cleared	1,399,668	1,112,754	50,264	370,180
1892–93	Entered	1,403,162	1,477,199	55,703	9,253
	Cleared	1,315,489	993,674	58,298	238,667

TABLE, No. 19.

Trade (Foreign) of British India—(1. Countries).

certain Countries, from 1875-76 to 1892-93. (Years ended 31st March.)

Countries.				Grand Total, Foreign Trade.		Years (ending 31st March).
Germany.	Italy.	America.*	Total.			
Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*		
18,071	67,005	62,863	459,592	5,428,986	Entered -	1875-76.
16,573	43,408	118,550	593,202		Cleared -	
29,421	75,420	73,740	492,387	5,634,042	Entered -	1876-77.
14,783	68,217	98,148	590,644		Cleared -	
12,289	71,082	69,272	494,102	5,754,379	Entered -	1877-78.
15,258	77,241	100,195	643,077		Cleared -	
9,601	57,956	50,703	451,885	5,366,734	Entered -	1878-79.
15,542	68,728	184,971	725,818		Cleared -	
11,623	67,460	44,478	469,293	5,703,087	Entered -	1879-80.
17,500	70,738	150,689	833,111		Cleared -	
10,311	76,697	68,815	571,475	6,469,036	Entered -	1880-81.
17,086	64,102	98,468	915,099		Cleared -	
16,056	79,437	82,177	828,833	7,368,886	Entered -	1881-82
21,605	64,984	116,144	1,172,476		Cleared -	
14,405	53,954	171,505	768,591	7,071,884	Entered -	1882-83.
19,437	52,979	147,348	1,110,842		Cleared -	
15,611	63,102	143,731	787,153	7,250,603	Entered -	1883-84.
17,764	29,918	149,232	1,305,774		Cleared -	
10,133	41,515	139,938	607,125	6,649,770	Entered -	1884-85.
18,719	54,599	164,173	1,170,794		Cleared -	
12,173	59,827	133,309	611,686	7,294,589	Entered -	1885-86.
16,284	65,857	123,363	1,215,608		Cleared -	
27,659	74,290	124,164	629,574	7,172,193	Entered -	1886-87.
21,739	193,505	129,735	1,319,522		Cleared -	
17,079	48,683	102,251	598,485	7,189,465	Entered -	1887-88.
36,755	150,767	170,572	1,300,994		Cleared -	
7,726	52,205	70,667	542,782	6,983,332	Entered -	1888-89.
31,963	92,733	137,886	1,220,472		Cleared -	
37,434	49,407	181,942	767,922	7,315,586	Entered -	1889-90.
61,474	83,839	161,647	1,285,917		Cleared -	
88,870	47,141	152,579	821,089	7,684,954	Entered -	1890-91.
117,485	77,598	198,195	1,422,563		Cleared -	
142,277	113,681	141,145	1,294,189	8,590,651	Entered -	1891-92.
137,068	86,945	149,196	1,769,854		Cleared -	
114,627	46,686	195,225	1,021,835	7,692,291	Entered -	1892-93.
178,167	69,811	167,200	1,480,932		Cleared -	

* Including United States, and Central and South America; also West Indies (other than British), except in 1875-76.

TABLE, No. 20.

Trade (Foreign and Coasting) of British India—(2. Flags).

Tonnage of Shipping Entered and Cleared, distinguishing

Years (ending 31st March).			British.	British Indian.	Foreign		
					Austrian.	French.	
			Tons.	*Tons.*	*Tons*	*Tons.*	
1875-76	Foreign	Entered	1,787,863	283,568	23,505	85,845	1
		Cleared	1,937,212	251,378	25,253	99,709	2
	Coasting	Entered	3,466,508	728,303	- -	- -	3
		Cleared	3,313,522	717,252	- -	- -	4
1876-77	Foreign	Entered	1,995,590	266,470	15,558	71,068	5
		Cleared	2,018,921	269,590	16,787	86,982	6
	Coasting	Entered	3,656,444	756,145	- -	- -	7
		Cleared	3,583,404	761,379	- -	- -	8
1877-78	Foreign	Entered	2,157,155	219,786	23,332	55,351	9
		Cleared	2,195,225	198,988	22,651	70,961	10
	Coasting	Entered	4,480,035	620,247	- -	- -	11
		Cleared	4,334,153	615,838	- -	- -	12
1878-79	Foreign	Entered	1,895,602	231,302	19,491	63,077	13
		Cleared	2,122,580	227,960	18,185	78,165	14
	Coasting	Entered	4,037,277	616,423	- -	- -	15
		Cleared	3,833,361	608,038	- -	- -	16
1879-80	Foreign	Entered	2,112,832	212,985	35,752	54,038	17
		Cleared	2,290,428	188,276	30,893	63,170	18
	Coasting	Entered	4,473,228	498,321	- -	- -	19
		Cleared	4,304,744	504,775	- -	- -	20
1880-81	Foreign	Entered	2,491,302	210,237	46,287	54,731	21
		Cleared	2,628,558	198,350	44,132	75,780	22
	Coasting	Entered	4,692,196	463,778	- -	- -	23
		Cleared	4,568,445	462,103	- -	- -	24
1881-82	Foreign	Entered	2,860,186	209,793	57,979	62,578	25
		Cleared	2,996,491	201,607	54,256	78,265	26
	Coasting	Entered	4,659,648	491,548	- -	- -	27
		Cleared	4,535,278	489,413	- -	- -	28
1882-83	Foreign	Entered	2,686,523	189,197	69,366	84,732	29
		Cleared	2,680,247	171,992	68,849	106,352	30
	Coasting	Entered	5,360,214	586,850	- -	- -	31
		Cleared	5,327,417	586,308	- -	- -	32
1883-84	Foreign	Entered	2,806,426	176,708	65,706	135,062	33
		Cleared	2,762,250	171,141	64,365	151,521	34
	Coasting	Entered	5,679,589	549,441	- -	- -	35
		Cleared	5,730,481	532,322	- -	- -	36
1884-85	Foreign	Entered	2,581,353	146,687	69,319	97,003	37
		Cleared	2,627,613	140,639	67,623	115,036	38
	Coasting	Entered	5,460,776	401,418	- -	- -	39
		Cleared	5,392,932	403,518	- -	- -	40
1885-86	Foreign	Entered	2,895,603	135,333	71,302	82,339	41
		Cleared	2,874,566	169,211	66,544	94,496	42
	Coasting	Entered	5,679,819	360,071	- -	- -	43
		Cleared	5,597,135	355,408	- -	- -	44
1886-87	Foreign	Entered	2,745,162	133,865	89,502	53,802	45
		Cleared	2,888,614	138,215	93,284	53,591	46
	Coasting	Entered	6,226,885	216,337	- -	- -	47
		Cleared	6,168,305	220,533	- -	- -	48
1887-88	Foreign	Entered	2,823,712	136,968	101,492	33,557	49
		Cleared	2,949,035	140,229	102,214	37,735	50
	Coasting	Entered	7,244,572	238,455	- -	- -	51
		Cleared	7,155,753	232,951	- -	- -	52
1888-89	Foreign	Entered	2,814,877	155,234	87,937	51,923	53
		Cleared	2,898,135	155,820	92,638	51,915	54
	Coasting	Entered	7,097,412	232,339	- -	- -	55
		Cleared	7,057,540	233,506	- -	- -	56
1889-90	Foreign	Entered	2,960,551	156,670	90,214	64,490	57
		Cleared	2,991,705	149,081	91,725	51,914	58
	Coasting	Entered	7,299,996	409,612	- -	- -	59
		Cleared	7,286,092	386,933	- -	- -	60
1890-91	Foreign	Entered	3,161,765	153,378	87,628	62,121	61
		Cleared	3,174,670	140,850	77,131	48,593	62
	Coasting	Entered	8,285,813	404,208	- -	- -	63
		Cleared	8,289,116	405,774	- -	- -	64
1891-92	Foreign	Entered	3,563,678	146,659	81,415	53,973	65
		Cleared	3,583,354	148,963	84,115	45,800	66
	Coasting	Entered	8,764,689	383,213	- -	- -	67
		Cleared	8,651,826	381,250	- -	- -	68
1892-93	Foreign	Entered	3,158,225	150,124	88,067	41,998	69
		Cleared	3,072,646	156,185	89,625	37,196	70
	Coasting	Entered	8,938,470	426,569	- -	- -	71
		Cleared	8,945,144	425,883	- -	- -	72

Note.--By "Foreign" is meant shipping engaged in the Foreign Trade, as distinguished from the Coasting Trade.

TABLE, No. 20.

Trade (Foreign and Coasting) of British India—(2. Flags).

certain Nationalities, from 1875-76 to 1892-93. (Years ended 31st March.)

	Nationalities.				Native.	Total.	Grand Total, Foreign and Coasting Trade.
	German.	Italian.	American.	Total.			
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1	44,839	94,716	78,515	451,495	106,997	2,629,923	
2	54,617	93,481	94,490	501,971	108,502	2,799,063	19,072,640
3	- -	- -	- -	195,425	2,519,831	6,910,067	
4	- -	- -	- -	167,951	2,534,862	6,733,587	
5	51,460	80,332	91,961	421,849	107,975	2,791,884	
6	52,895	92,573	83,521	443,083	110,564	2,842,158	20,493,676
7	- -	- -	- -	276,780	2,837,070	7,526,439	
8	- -	- -	- -	259,297	2,729,115	7,333,195	
9	41,452	84,887	86,671	393,913	106,795	2,877,649	
10	33,981	73,291	75,864	378,081	104,436	2,876,730	21,486,625
11	- -	- -	- -	261,191	2,700,735	8,062,208	
12	- -	- -	- -	238,925	2,481,122	7,670,038	
13	37,611	50,766	67,735	320,895	109,162	2,556,961	
14	42,767	62,013	80,080	356,491	102,742	2,809,773	19,552,433
15	- -	- -	- -	178,455	2,471,210	7,303,365	
16	- -	- -	- -	157,060	2,283,875	6,882,334	
17	47,409	58,868	49,864	333,242	104,562	2,763,621	
18	46,723	51,387	80,191	354,620	106,142	2,939,466	20,457,619
19	- -	- -	- -	150,077	2,485,451	7,607,077	
20	- -	- -	- -	127,655	2,210,281	7,147,455	
21	53,624	71,915	54,743	371,898	95,536	3,168,973	
22	56,788	65,267	52,968	371,844	101,311	3,300,063	21,604,239
23	- -	- -	- -	132,748	2,415,710	7,704,432	
24	- -	- -	- -	133,148	2,267,075	7,430,771	
25	58,609	116,394	45,574	470,780	91,489	3,632,248	
26	53,720	114,249	41,772	449,730	88,810	3,736,638	22,547,483
27	- -	- -	- -	103,106	2,482,128	7,736,430	
28	- -	- -	- -	90,395	2,327,081	7,442,167	
29	110,882	139,352	43,266	575,527	87,631	3,598,878	
30	102,613	142,102	42,186	592,766	88,001	3,533,006	24,128,978
31	- -	- -	- -	147,844	2,514,625	8,609,533	
32	- -	- -	- -	125,492	2,408,314	8,447,561	
33	79,852	120,292	20,737	565,483	83,688	3,632,305	
34	83,229	128,316	31,296	596,539	88,368	3,618,298	25,320,098
35	- -	- -	- -	183,828	2,669,128	9,081,986	
36	- -	- -	- -	171,034	2,553,672	8,987,509	
37	79,584	69,336	36,270	494,284	68,685	3,291,009	
38	81,187	74,568	28,268	513,390	77,119	3,358,761	24,055,942
39	- -	- -	- -	180,747	2,781,479	8,824,420	
40	- -	- -	- -	168,917	2,616,385	8,581,752	
41	104,453	79,533	28,592	537,480	72,271	3,640,687	
42	101,176	85,255	26,644	534,063	76,062	3,653,902	25,120,713
43	- -	- -	- -	228,408	2,759,724	9,028,022	
44	- -	- -	- -	232,740	2,612,819	8,798,102	
45	131,168	93,055	40,225	559,861	75,784	3,514,672	
46	132,611	90,367	27,769	542,864	87,828	3,657,521	26,111,977
47	- -	- -	- -	207,918	2,898,715	9,549,855	
48	- -	- -	- -	205,312	2,795,779	9,389,929	
49	86,527	98,104	44,044	470,223	83,311	3,514,214	
50	95,633	108,134	53,463	498,780	87,207	3,675,251	28,502,378
51	- -	- -	- -	159,439	3,163,656	10,806,122	
52	- -	- -	- -	163,451	2,954,636	10,506,791	
53	56,147	109,224	20,961	399,104	80,964	3,450,179	
54	54,118	105,582	23,889	394,067	85,131	3,533,153	27,980,766
55	- -	- -	- -	160,625	3,089,476	10,579,852	
56	- -	- -	- -	173,610	2,952,926	10,417,582	
57	93,319	91,557	22,197	456,706	84,254	3,658,181	
58	87,677	85,643	21,846	428,598	88,021	3,657,405	28,923,868
59	- -	- -	- -	160,719	3,005,888	10,876,215	
60	- -	- -	- -	177,778	2,881,264	10,732,067	
61	135,976	80,822	19,134	463,672	84,026	3,862,841	
62	117,689	79,054	19,257	421,012	85,581	3,822,113	30,978,043
63	- -	- -	- -	184,921	2,825,690	11,700,632	
64	- -	- -	- -	215,114	2,782,453	11,592,457	
65	165,766	85,238	15,814	507,944	90,094	4,308,375	
66	143,496	82,688	15,100	468,904	81,055	4,282,276	32,519,298
67	- -	- -	- -	230,931	2,699,700	12,078,533	
68	- -	- -	- -	261,898	2,555,140	11,850,114	
69	203,785	73,541	3,416	507,901	85,946	3,902,196	
70	162,155	77,699	11,694	480,806	80,458	3,790,095	32,227,753
71	- -	- -	- -	239,111	2,656,186	12,260,336	
72	- -	- -	- -	279,524	2,624,575	12,275,126	

TABLE, No. 21.

APPRENTICES.

NUMBER of APPRENTICES' INDENTURES Enrolled, and the Number Cancelled in each Year from 1845 to 1893.

YEARS.	Number Enrolled under the "Merchant Shipping (Fishing Boats) Act, 1883."	Number Enrolled under the Merchant Shipping Acts.	Total Enrolled during the Year.	Cancellations, Deaths, and Expirations.	Total Number of Indentures in Existence.
1845	—	15,704	15,704	7,412	—
1846	—	10,376	10,376	6,928	—
1847	—	11,521	11,521	7,041	—
1848	—	11,440	11,440	7,762	—
1849	—	9,659	9,659	10,540	—
1850	—	5,055	5,055	10,270	—
1851	—	5,275	5,275	10,597	—
1852	—	5,845	5,845	10,487	—
1853	—	6,828	6,828	9,333	—
1854	—	7,935	7,935	5,682	—
1855	—	7,461	7,461	5,712	—
1856	—	7,410	7,410	6,084	—
1857	—	6,850	6,850	7,092	—
1858	—	5,578	5,578	7,676	—
1859	—	5,773	5,773	7,755	—
1860	—	5,616	5,616	7,404	—
1861	—	5,836	5,836	6,650	—
1862	—	5,880	5,880	5,588	—
1863	—	5,636	5,636	5,807	—
1864	—	5,520	5,520	5,925	—
1865	—	5,638	5,638	5,529	—
1866	—	5,454	5,454	5,705	—
1867	—	5,444	5,444	5,611	—
1868	—	4,975	4,975	5,754	—
1869	—	4,613	4,613	5,553	—
1870	—	4,241	4,241	5,495	18,303
1871	—	4,111	4,111	5,322	17,092
1872	—	4,360	4,360	4,913	16,539
1873	—	4,054	4,054	4,769	15,815
1874	—	4,455	4,455	4,448	15,812
1875	—	4,397	4,397	4,205	16,004
1876	—	4,740	4,740	4,233	16,511
1877	—	4,488	4,488	4,278	16,721
1878	—	4,155	4,155	4,775	16,101
1879	—	3,789	3,789	4,379	15,511
1880	—	3,501	3,501	4,345	14,667
1881	—	2,923	2,923	4,175	13,415
1882	—	2,992	2,992	3,890	12,517
1883	552	1,972	2,524	3,592	11,449
1884	653	1,997	2,650	3,321	10,778
1885	518	1,986	2,504	2,845	10,437
1886	639	1,766	2,405	2,852	9,990
1887	565	1,864	2,429	2,638	9,781
1888	561	1,853	2,414	2,699	9,496
1889	518	1,723	2,241	2,725	9,012
1890	418	1,749	2,167	2,529	8,650
1891	339	1,847	2,186	2,229	8,607
1892	375	1,821	2,196	2,165	8,638
1893	402	1,752	2,154	2,202	8,590

TABLE, No. 22.

SEAMEN'S WAGES.

RATES of WAGES paid per Month to ABLE SEAMEN in various Trades, in *Bristol, Cardiff, Glasgow, Liverpool, London, Newcastle* and *Shields*, in Years 1848, 1850, 1860, 1870, 1875, 1880, and 1885 to 1893.

and 1885 to 1893. (*See* Note below.)

	1891.		1892.		1893.	
ıg.	Steam.	Sailing.	Steam.	Sailing.	Steam.
d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
-	90 –	- -	85/ to 90/	60 –	75 –
–	100 –	70 –	95/ to 100/	60 –	75 –
-	- -	60/ to 65/	—	—	—
–	- -	65 –	- -	60 –	—
–	—	—	—	—	—
–	- -	60 –	- -	- -	75 –
		- -	80/ to 90/	60 –	70 –
		80 –	80/ to 100/	60 –	70 –
		65/ to 70/	80/ to 90/	60 –	70 –
-	- -	- -	80/ to 90/	60 –	70 –
		65/ to 70/	80/ to 90/	60 –	70 –
		65 –	90 –	60 –	—
–	90 –	60/ to 70/	80/ to 90/	65 –	70 –
75/	95 –	60/ to 70/	95 –	55 –	80 –
–	85/ to 95/	60/ to 70/	85/ to 90/	55 –	70 –
	—	—	—	—	—
–	80/ to 90/	60/ to 70/	80/ to 90/	55 –	65 –
–	- -	60/ to 70/	80/ to 90/	55 –	65 –
-	80 –	60 –	70/ to 80/	60/ to 65/	70 –
80/	80/ to 90/	60 –	90 –	55 –	80 –
–	70/ to 80/	60 –	80 –	55 –	70/ to 80/
–	60 –	60 –	60/ to 80/	60 –	60 –
–	80 –	60 –	80 –	55 –	70 –
–	80 –	60 –	80 –	55 –	65 –
–	80/ to 85/	60/ to 70/	70/ to 85/	60 –	70/ to 80/
75/	90 –	60/ to 70/	80/ to 90/	55/ to 60/	80 –
–	80/ to 82/6	60/ to 70/	75/ to 80/	55/ to 60/	70 –
–	80 –	60/ to 70/	75/ to 80/	—	—
–	80 –	60/ to 70/	70/ to 85/	55 –	70 –
–	80 –	55/ to 70/	70/ to 80/	55/ to 60/	70 –
–	95 –	65/ to 70/	80/ to 95/	- -	75/ to 80/
80/	95 –	- -	85/ to 95/	60 –	80 –
–	95 –	70 –	95 –	60 –	80 –
–	95 –	—	—	—	—
–	95 –	- -	95 –	60 –	80 –
–	95 –	- -	85 –	—	80 –

ns.

¶ 1 *l.* 8 *s.* per week, without provisions.
** 90*s.* up to May, afterwards 95 *s.* from North Shields.

TABLE, No. 23.

ENGINEERS' WAGES.

AVERAGE RATES of WAGES paid per Month to ENGINEERS and FIREMEN on Board VESSELS of the undermentioned Tonnages for the Years given.

FOREIGN TRADE.

(*a.*)—VESSELS UNDER 500 TONS.

YEARS.	ENGINEERS.			Leading Firemen.	Firemen.
	First.	Second.	Third.		
	s.	*s.*	*s.*	*s.*	*s.*
1850 - - -	224	143	- -	- -	96
1855 - - -	232	161	- -	- -	104
1860 - - -	213	150	- -	- -	98
1865 - - -	228	161		- -	104
1870 - - -	253	175	- -	130	116
1875 - - -	274	186	- -	-	124
1880 - - -	268	184	- -	- -	117
1885 - - -	251	163	- -	- -	114
1888 - - -	266	178	- -	- -	117
1889 - - -	286	195	150	142	127
1890 - - -	282	188	157	150	137
1891 - - -	295	201	160	155	138
1892 - - -	311	213	151	150	135
1893 - - -	282	193	150	135	126

Note.—As in the majority of cases the crews on board vessels under 500 tons find their own provisions, the averages under that tonnage are calculated on that scale.

(*b.*)—VESSELS OF 500 AND UNDER 1,000 TONS.

YEARS.	ENGINEERS.			Leading Firemen.	Firemen.
	First.	Second.	Third.		
	s.	*s.*	*s.*	*s.*	*s.*
1850 - - -	317	227	166	- -	68
1855 - - -	301	232	178	- -	88
1860 - - -	240	191	153	80	77
1865 - - -	300	215	171	96	79
1870 - - -	290	200	129	90	79
1875 - - -	304	208	144	- -	84
1880 - - -	311	216	156	- -	71
1885 - - -	282	200	127	- -	75
1888 - - -	275	196	128	- -	76
1889 - - -	280	190	133	95	86
1890 - - -	297	205	144	104	91
1891 - - -	302	213	142	105	91
1892 - - -	290	207	140	102	88
1893 - - -	290	200	135	95	80

AVERAGE RATES of Wages paid to Engineers and Firemen on board Vessels, &c.—*continued.*

(*c.*)—VESSELS OF 1,000, AND UNDER 1,500 TONS.

YEARS.	ENGINEERS.			Leading Firemen.	Firemen.
	First.	Second.	Third.		
	s.	*s.*	*s.*	*s.*	*s.*
1850 - - -	355	240	200	—	79
1855 - - -	346	254	198	86	84
1860 - - -	348	246	198	90	86
1865 - - -	318	242	189	92	85
1870 - - -	290	218	170	95	81
1875 - - -	351	246	179	95	81
1880 - - -	326	234	163	—	73
1885 - - -	308	220	150	—	75
1888 - - -	310	213	150	—	76
1889 - - -	300	208	142	98	86
1890 - - -	315	223	157	107	94
1891 - - -	319	228	158	107	93
1892 - - -	312	226	152	103	89
1893 - - -	310	220	160	95	80

(*d.*)—VESSELS OF 1,500, AND UNDER 2,000 TONS.

YEARS.	ENGINEERS.			Leading Firemen.	Firemen.
	First.	Second.	Third.		
	s.	*s.*	*s.*	*s.*	*s.*
1850 - - -	—	—	—	—	—
1855 - - -	412	281	226	90	78
1860 - - -	385	261	214	87	80
1865 - - -	288	218	177	85	78
1870 - - -	339	252	200	91	85
1875 - - -	353	259	196	91	89
1880 - - -	330	241	197	91	79
1885 - - -	328	236	172	90	76
1888 - - -	316	222	165	90	77
1889 - - -	328	227	162	99	87
1890 - - -	336	228	171	105	93
1891 - - -	342	241	174	105	94
1892 - - -	331	237	167	104	90
1893 - - -	340	235	175	95	80

(*e.*)—VESSELS OF 2,000 TONS AND ABOVE.

YEARS.	ENGINEERS.			Leading Firemen.	Firemen.
	First.	Second.	Third.		
	s.	*s.*	*s.*	*s.*	*s.*
1850 - - -	—	—	—	—	—
1855 - - -	421	280	219	87	79
1860 - - -	447	276	225	86	81
1865 - - -	376	250	204	92	85
1870 - - -	350	250	205	90	87
1875 - - -	390	270	214	100	96
1880 - - -	372	289	224	94	85
1885 - - -	*378	290	226	97	88
1888 - - -	*352	270	212	95	84
1889 - - -	*358	255	186	101	87
1890 - - -	*353	255	187	105	93
1891 - - -	*385	278	209	105	94
1892 - - -	*381	261	211	106	90
1893 - - -	*360	250	210	100	85

* In some instances the chief engineers are stated to receive 500 *s.*, or even more, but these, being special cases, have not been included in the average.

TABLE, No. 24.

MATES AND PETTY OFFICERS' WAGES.

AVERAGE RATES of WAGES paid per Month to MATES of all Grades and PETTY OFFICERS on board VESSELS of the undermentioned Tonnages for the Years given.

FOREIGN TRADE.

(*a.*) Vessels under 500 Tons.

YEAR.	First Mates.		Second Mates.		Third Mates.		Boatswains.		Carpenters.		Sailmakers.		Quartermasters.	
	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.
	s.	*s.*	*s.*	*s.*		*s.*	*s.*	*s.*	*s.*	*s.*	*s.*			
1850	105	120	70	90			60	75	90	100	50			
1860	110	140	80	105			71	80	97	107	60			
1870	110	150	80	106			70	84	104	108	60			
1880	120	150	84	107			72	82	102	110	65			
1885	120	147	86	107			74	86	95	108	75			
1888	115	144	81	107			75	86	92	98	67			
1889	115	146	82	107			78	90	94	98	70			
1890	120	146	85	110			81	100	95	112	79			
1891	122	145	90	108	–	100	86	100	100	107	80			
1892	118	150	84	110	–	–	83	100	91	110	75			
1893	120	140	80	120	–	–	80	85	90	110	–			

Not generally carried. (Third Mates. Sail.)
Not generally carried. (Third Mates. Steam.)
Not generally carried. (Sailmakers. Steam.)
Not generally carried. (Quartermasters. Sail.)
Not generally carried. (Quartermasters. Steam.)

(*b.*) Vessels of 500 Tons and under 1,000 Tons.

YEAR.	First Mates.		Second Mates.		Third Mates.		Boatswains.		Carpenters.		Sailmakers.		Quartermasters.	
	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.
	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*			*s.*
1850	120	190	90	120	60	90	75	85	100	115	80			60
1860	125	170	90	120	60	92	79	91	105	115	80			65
1870	130	170	91	121	60	94	79	87	104	115	78			70
1880	135	168	92	121	62	92	82	87	107	115	85			70
1885	138	168	93	120	64	95	82	87	104	111	83			75
1888	135	164	91	115	61	94	83	88	101	106	79			75
1889	135	164	90	115	63	90	82	93	104	113	88			77
1890	140	170	92	122	61	94	87	102	110	114	89			84
1891	142	171	94	121	70	100	83	100	108	122	89			90
1892	134	167	90	122	64	106	83	100	91	116	75			88
1893	130	170	85	120	60	100	85	95	95	115	70			90

Not generally carried. (Sailmakers. Steam.)
Not generally carried. (Quartermasters. Sail.)

(*c.*) Vessels of 1,000 Tons and under 1,500 Tons.

YEAR.	First Mates.		Second Mates.		Third Mates.		Boatswains.		Carpenters.		Sailmakers.		Quartermasters.	
	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.
	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*		*s.*	*s.*
1850	145	200	105	140	60	100	77	95	110	115	80		—	—
1860	140	200	103	144	60	100	80	90	110	115	80		65	75
1870	148	200	100	140	63	99	78	88	111	112	87		60	77
1880	147	192	100	126	65	98	84	93	112	115	87		60	75
1885	147	192	105	135	68	96	86	91	110	115	90		60	80
1888	143	174	97	123	69	91	84	90	106	112	87		63	74
1889	144	174	99	124	71	94	88	98	109	115	90		65	79
1890	150	183	99	132	72	105	94	105	113	123	93		70	90
1891	151	185	102	134	74	106	86	106	112	124	92		–	88
1892	149	183	90	129	70	114	83	106	91	122	75		–	88
1893	150	180	95	130	65	110	85	100	110	120	90		–	75

Not generally carried. (Sailmakers. Steam.)

AVERAGE Rates of Wages paid per Month to Mates of all Grades and Petty Officers on board Vessels of the undermentioned Tonnages for the Years given—*continued.*

(*d.*) Vessels of 1,500 Tons and under 2,000 Tons.

YEAR.	First Mates.		Second Mates.		Third Mates.		Boatswains.		Carpenters.		Sailmakers.		Quartermasters.	
	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.
	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
1850	No vessels of the above tonnage in existence.						–	–	–	–	–		–	–
1860	160	205	105	150	75	110	85	100	110	120	90		70	80
1870	164	200	111	150	74	110	88	100	112	120	96		70	80
1880	155	206	111	148	73	110	89	102	112	117	90		65	77
1885	161	200	107	140	71	110	86	95	110	115	90		65	80
1888	157	200	107	136	70	103	85	94	112	115	89	Not generally carried.	65	75
1889	159	197	104	134	73	101	88	100	109	115	91		70	84
1890	158	205	106	144	75	106	95	105	119	123	97		75	92
1891	161	197	105	140	80	110	90	106	119	128	93	100	75	86
1892	155	203	101	142	73	116	93	107	113	123	93	–	65	89
1893	160	220	110	150	75	115	85	100	110	120	90	–	65	80

(*e.*) Vessels of 2,000 Tons and upwards.

YEAR.	First Mates.		Second Mates.		Third Mates.		Boatswains.		Carpenters.		Sailmakers.		Quartermasters.	
	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.
	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
1850	No vessels of the above tonnage in existence.						–	–	–	–	–		–	–
1860	165	230	120	170	80	120	90	100	115	120	100		70	80
1870	165	220	120	171	75	120	90	105	115	120	95		70	80
1880	170	230	120	170	75	125	90	106	116	120	98		70	80
1885	170	230	112	161	77	125	80	107	119	126	96		65	80
1888	163	215	110	148	75	116	88	97	115	120	97	Not generally carried.	70	75
1889	165	228	111	151	76	122	88	105	110	125	98		75	84
1890	170	240	111	167	78	130	95	112	120	127	98		75	92
1891	173	243	111	175	87	139	87	119	119	143	95	100	75	91
1892	168	235	107	163	80	131	87	114	117	131	96	98	60	88
1893	160	240	105	160	75	140	85	110	115	130	95	–	–	85

TABLE, No. 25.

RATES of WAGES paid to MATES, PETTY OFFICERS, ENGINEERS, FIREMEN, and SAILORS employed in the FOREIGN TRADE upon vessels registered in the British Islands, distinguishing the various Voyages run, and the Tonnages of the Vessels.

(The rates are *Monthly*, and are in addition to Provisions, except when otherwise stated.)

SAILING VESSELS.

VOYAGE.	First Mates.									Second Mates.								
	1892. (First part.*)			1892. (Second part.)			1893.			1892. (First part.*)			1892. (Second part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
North America: East Coast	180	100	130–160	180	80	130–160	200	100	140–160	130	90	100	120	90	90–100	130	65	100
North America and West Indies	170	100	120–140	180	105	120–140	180	100	130–140	110	70	85–100	110	70	85–90	120	55	100
Australia and New Zealand	180	120	140–170	190	120	140–160	200	110	140–160	120	75	90–110	120	75	100	120	70	80–100
East Indies and China	200	140	160	187/6	120	140–160	200	120	150–160	120	90	90–120	120	80	100–120	120	80	100
Cape, Natal, and East Coast of Africa	170	120	130–160	180	120	130–150	170	120	130–140	130	85	85–105	120	80	90–100	110	80	80–100
Mediterranean	126	110	110–120	160	90	110	115	75	100–110	–	–	–	100	100	100	–	–	–
West Coast of America	170	120	140	170	120	130–140	220	100	140	110	70	100	110	70	100–105	140	70	80–100
West Coast of Africa	135	120	130	160	120	130	147	120	130	100	90	90	100	90	90–100	100	90	90–100

CARGO STEAMERS.

	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
North America: East Coast	300	140	200–240	300	170	180–240	300	160	180–220	220	115	130–160	220	120	130–160	220	110	130–160
South America and West Indies	300	140	180–220	300	160	180–220	300	160	180–220	240	110	130–150	240	110	140–160	240	110	120–160
Australia and New Zealand	260	180	180–220	240	200	220	260	180	200–220	170	140	140	160	140	140	180	120	140
East Indies and China	260	160	180–200	240	160	180	280	160	200–240	190	100	140–160	190	120	140–160	180	120	140–160
Cape, Natal, and East Coast of Africa	270	160	180–200	270	160	180	270	160	180–200	160	120	130–140	160	120	120–130	160	120	120–140
Mediterranean	260	140	160–180	260	140	160–180	240	140	160–180	200	80	120–130	200	80	120–130	165	80	120–130
West Coast of America	240	200	240	240	200	240	230	200	200–220	160	140	150	160	140	150	180	130	160
West Coast of Africa	240	150	220	240	150	200	240	160	180–210	160	120	120–160	160	120	120–160	180	120	120–160

PASSENGER STEAMERS.

	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
North America: East Coast	400	200	200–300	400	200	280–300	400	180	200–300	260	130	150–200	260	130	200	310	130	140–180
South America and West Indies	340	180	200–260	300	200	220	300	180	200–220	240	120	140–200	240	120	160	200	120	160
Australia and New Zealand	333/4	140	200–300	333/4	200	220	375	140	200–300	240	90	140–180	240	140	140–180	240	140	160–200
East Indies and China	280	180	200–240	280	200	240–280	300	180	200–240	240	130	160	240	140	160	240	130	160–240
Cape, Natal, and East Coast of Africa	320	200	200–300	270	200	200	300	180	200	200	120	140–200	200	120	135–160	200	120	140–160
Mediterranean	320	160	180–200	260	160	180–200	300	160	180–260	200	120	140–180	200	120	140	200	120	140–160
West Coast of America	240	180	240	240	180	240	240	200	240	180	140	180	180	140	180	180	120	180
West Coast of Africa	240	220	220–240	240	220	220–240	240	220	220–240	160	160	160	160	160	160	200	160	160

SAILING VESSELS.

SIZE OF VESSEL.	First Mates.									Second Mates.								
	1892. (First part.*)			1892. (Second part.)			1893.			1892. (First part.*)			1892. (Second part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
Under 500 tons	150	100	110–130	150	80	110–120	165	85	120	105	70	80–90	105	70	80	105	55	80–90
Of 500 and under 1,000 tons	170	110	130	160	110	130–140	180	80	120–140	110	80	80–90	105	70	80–90	100	70	80–90
Of 1,000 and under 1,500 tons	185	120	140–160	185	120	140–160	187/6	100	140–160	120	80	95–100	120	80	95–100	125	60	90–100
Of 1,500 and under 2,000 tons	187/6	135	150–160	190	140	160	200	120	160	110	80	95–105	120	80	100–105	130	65	100–110
Of 2,000 tons and upwards	240	150	160–170	180	160	160	220	100	160	120	95	100–110	120	95	105–120	140	70	100–110

STEAM VESSELS.

	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
Under 500 tons (weekly, without provisions)	50	42/6	45	51	40	45–50	62/6	35	45–50	40	30/6	35–37/6	40	30/6	36	40	32	35
Of 500 and under 1,000 tons	320	150	160–200	280	150	160–200	320	110	160–170	200	110	120–140	200	110	120–140	200	80	120
Of 1,000 and under 1,500 tons	340	160	180–220	260	150	170–200	280	147	160–180	240	110	120–140	200	110	120–140	240	100	120–130
Of 1,500 and under 2,000 tons	300	160	180–240	300	160	180–220	300	140	180–220	240	110	140–160	240	110	140–160	240	110	140–160
Of 2,000 tons and upwards	400	170	200–300	400	180	200–400	400	160	200–260	260	120	140–200	260	130	140–200	310	120	140–200

* Prior to July 1892, when a reduction was made in the rates at most ports.

TABLE, No. 25—*continued.*

RATES of Wages paid to Mates, Petty Officers, Engineers, Firemen, and Sailors employed in the Foreign Trade upon Vessels registered in the British Islands—*continued.*

(The rates are *Monthly*, and are in addition to Provisions, except when otherwise stated.)

SAILING VESSELS.

VOYAGE.	Third Mates.									Boatswains.								
	1892. (First part.*)			1892. (Second part.)			1893.			1892. (First part.*)			1892. (Second part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
North America: East Coast	75	60	70	80	70	70	85	55	65–70	120	75	90–100	120	75	85–90	120	60	85–100
South America and West Indies	80	70	75	90	65	70–75	85	60	65	120	75	90	120	70	85–90	120	60	80–100
Australia and New Zealand	85	70	70–80	80	70	70–80	85	60	65–70	100	75	80–95	120	70	85–90	100	65	85– 90
East Indies and China	100	60	80	100	60	80	80	50	60–70	116	70	85–95	116	70	80–90	95	60	75– 80
Cape, Natal, and East Coast of Africa	75	70	70	80	80	80	80	70	70–80	100	80	80–95	100	80	80	100	65	80
Mediterranean	–	–	–	–	–	–	–	–	–	90	75	75–85	90	75	80–85	90	65	75– 80
West Coast of America	80	70	70	80	65	70–80	90	50	60–70	100	70	80–95	100	70	80	120	60	80–100
West Coast of Africa	–	–	–	70	70	70	–	–	–	90	85	90	80	80	80	130	55	80

CARGO STEAMERS.

	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
North America: East Coast	180	95	100–130	180	100	120–140	180	70	110–140	140	90	110–120	140	90	100–120	145	75	95–110
South America and West Indies	160	80	110–120	160	95	120	160	80	100–140	125	70	100–110	120	70	90–110	115	65	90–100
Australia and New Zealand	130	90	100–110	120	90	110	130	90	100–120	120	90	100–110	120	100	100	120	80	100–110
East Indies and China	160	95	110–130	150	95	120–140	140	95	100–140	115	80	100–110	110	90	100	130	75	100
Cape, Natal, and East Coast of Africa	120	95	95–100	120	95	95–120	120	80	80–100	120	100	100–110	105	90	90–100	110	85	90–110
Mediterranean	140	80	95–120	140	80	100–120	140	80	120	130	90	100–105	120	80	95–105	110	60	80–100
West Coast of America	110	110	110	110	110	110	140	100	120	100	100	100	100	100	100	120	80	80–100
West Coast of Africa	120	110	120	120	110	120	120	80	100–120	105	90	95	105	80	95–100	105	80	80–100

PASSENGER STEAMERS.

	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
North America: East Coast	240	95	120–200	240	95	140–200	250	95	140–180	200	110	110–150	190	100	110–150	190	90	110–120
South America and West Indies	200	90	100–140	160	110	120–140	160	90	120	160	90	100–120	115	100	100–110	140	90	100–120
Australia and New Zealand	180	90	110–160	180	90	120–160	180	90	110–160	150	100	100–120	150	100	100–110	150	75	85–100
East Indies and China	200	100	120–140	160	120	120–140	150	100	120–140	160	100	100–110	200	100	110	140	90	110
Cape, Natal, and East Coast of Africa	160	100	100–160	160	100	105–120	160	100	100–120	160	100	100–130	110	90	100	130	100	110–130
Mediterranean	160	100	120–160	140	100	120	200	100	140–150	140	90	100–120	110	90	100	200	90	100–120
West Coast of America	160	110	160	160	110	160	160	100	160	130	125	130	130	125	130	135	80	125
West Coast of Africa	120	120	120	120	120	120	130	120	120	–	–	–	–	–	–	–	–	–

SAILING VESSELS.

SIZE OF VESSEL.	Third Mates.									Boatswains.								
	1892. (First part.*)			1892. (Second part.)			1893.			1892. (First part.*)			1892. (Second part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
Under 500 tons	–	–	–	–	–	–	–	–	–	100	70	80– 90	100	70	80– 90	120	60	80–90
Of 500 and under 1,000 tons	80	60	60–70	65	60	60–65	80	55	55–65	110	80	80– 95	110	75	80– 95	115	60	80–85
Of 1,000 and under 1,500 tons	80	60	65–75	80	60	65–70	85	50	65–70	120	70	80–110	120	65	80–110	125	55	80–85
Of 1,500 and under 2,000 tons	90	60	70–75	90	60	70–75	85	50	70	120	75	85–105	120	70	80–105	140	60	80–90
Of 2,000 tons and upwards	100	60	80–90	100	60	75–90	90	60	60–80	100	80	90	100	70	80– 90	100	65	80–90

STEAM VESSELS.

	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
Under 500 tons (weekly, without provisions)	–	–	–	–	–	–	–	–	–	37/6	30	32– 35	37/6	30	32/6–35	37/6	30	30–32/6
Of 500 and under 1,000 tons	160	80	100–120	160	100	100–120	160	80	90–120	160	90	100–110	200	85	90–100	110	60	85–110
Of 1,000 and under 1,500 tons	180	80	100–120	150	80	100–120	200	80	100–120	200	85	100–110	120	85	100–110	126	65	90–100
Of 1,500 and under 2,000 tons	200	80	110–140	160	85	110–140	200	70	100–120	160	80	105–110	150	90	100–110	130	75	95–105
Of 2,000 tons and upwards	240	90	120–150	240	100	120–150	250	95	120–160	150	90	110–120	190	80	110–120	150	80	100–130

* Prior to July 1892, when a reduction was made in the rates at most ports.

TABLE, No. 25.—*continued.*

RATES of Wages paid to Mates, Petty Officers, Engineers, Firemen, and Sailors employed in the Foreign Trade upon Vessels registered in the British Islands—*continued.*

(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated.)

SAILING VESSELS.

VOYAGE.	Carpenters.									Sailmakers.								
	1892. (First part.*)			1892. (Second part.)			1893.			1892. (First part.*)			1892. (Second part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America : East Coast	125	80	110–120	120	80	110	120	65	100–110	100	75/6	95	105	80	95–100	120	70	80–90
South America and West Indies	130	75	85–90	120	70	100–120	140	60	100–110	–	–	–	110	70	90–95	100	55	65–90
Australia and New Zealand	130	80	100–120	130	80	100–120	130	70	100–120	100	70	90–100	100	70	85–100	110	55	90–100
East Indies and China	140	100	110–120	140	90	120	150	90	110–120	120	60	80–100	120	60	90–100	120	60	80–90
Cape, Natal, and East Coast of Africa	120	80	90–120	120	80	90–120	120	84	100–110	100	75	90–100	110	75	80–100	–	–	–
Mediterranean	100	–	–	120	120	120	–	–	–	–	–	–	100	100	100	–	–	–
West Coast of America	130	80	100–120	130	80	100–110	130	60	100–110	105	60	85–100	105	60	90–100	105	55	70–90
West Coast of Africa	–	–	–	120	80	90	90	90	90	–	–	–	–	–	–	–	–	–

CARGO STEAMERS.

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America : East Coast	150	110	120–130	150	95	120–140	150	80	120	–	–	–	–	–	–	–	–	–
South America and West Indies	140	100	120	140	85	120	140	85	120	–	–	–	–	–	–	–	–	–
Australia and New Zealand	140	120	130	140	120	120–130	140	120	120	–	–	–	–	–	–	–	–	–
East Indies and China	140	110	120–130	140	110	120	140	100	120	–	–	–	–	–	–	–	–	–
Cape, Natal, and East Coast of Africa	140	120	120–125	140	120	120–125	140	120	120	–	–	–	–	–	–	–	–	–
Mediterranean	140	90	120	140	90	120	130	85	120	–	–	–	–	–	–	–	–	–
West Coast of America	120	120	120	120	120	120	130	120	120	–	–	–	–	–	–	–	–	–
West Coast of Africa	125	120	120	125	110	120	126	90	90–110	–	–	–	–	–	–	–	–	–

PASSENGER STEAMERS.

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America : East Coast	200	130	130–160	200	130	130–160	200	115	130–160	–	–	–	–	–	–	–	–	–
South America and West Indies	160	100	110–130	140	120	120–130	160	100	120–130	–	–	–	–	–	–	–	–	–
Australia and New Zealand	180	120	120–140	180	120	120	180	120	120–140	105	105	105	105	95	95	100	100	100
East Indies and China	160	100	120–140	180	120	120–130	160	100	120–140	–	–	–	–	–	–	–	–	–
Cape, Natal, and East Coast of Africa	150	120	140–150	150	120	120–140	150	120	120–140	–	–	–	–	–	–	–	–	–
Mediterranean	180	100	120–140	140	110	115–120	200	110	140–150	–	–	–	–	–	–	–	–	–
West Coast of America	155	130	155	155	130	155	155	120	155	–	–	–	–	–	–	–	–	–
West Coast of Africa	120	120	120	120	120	120	120	120	120	–	–	–	–	–	–	–	–	–

SAILING VESSELS.

SIZE OF VESSEL.	Carpenters.									Sailmakers.								
	1892. (First part.*)			1892. (Second part.)			1893.			1892. (First part.*)			1892. (Second part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
Under 500 tons	110	80	90–100	100	75	90	120	75	90–100	–	–	–	75	75	75	–	–	–
Of 500 and under 1,000 tons	125	80	100–110	125	70	100–110	120	60	90–100	100	60	80	100	60	80	100	55	60–80
Of 1,000 and under 1,500 tons	125	80	100–110	130	80	100–110	130	65	100–110	120	70	80–100	120	65	90–100	120	55	85–90
Of 1,500 and under 2,000 tons	130	100	110–120	130	80	110–120	150	75	100–110	105	70	85–100	110	80	90–100	120	60	90–100
Of 2,000 tons and upwards	140	100	120–130	140	100	110–130	135	90	110–120	105	60	90–100	105	60	100	105	60	80–100

STEAM VESSELS.

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
Under 500 tons (weekly, without provisions)	36	33/6	33/6	33/6	33/6	33/6	37/6	30	32-35	–	–	–	–	–	–	–	–	–
Of 500 and under 1,000 tons	130	110	110–120	180	85	115–120	130	80	110–120	–	–	–	–	–	–	–	–	–
Of 1,000 and under 1,500 tons	180	95	120–130	140	95	120–130	140	75	120	–	–	–	–	–	–	–	–	–
Of 1,500 and under 2,000 tons	160	110	120–130	160	95	120–130	140	100	120	–	–	–	–	–	–	–	–	–
Of 2,000 tons and upwards	200	110	125–160	200	110	120–160	200	100	120–140	–	–	–	–	–	–	100	100	100

* Prior to July 1892, when a reduction was made in the rates at most ports.

TABLE No. 25—*continued.*

RATES of Wages paid to Mates, Petty Officers, Engineers, Firemen, and Sailors employed in the Foreign Trade upon Vessels registered in the British Islands—*continued.*

(The rates are *Monthly*, and are in addition to Provisions, except when otherwise stated.)

SAILING VESSELS.

VOYAGE.	Quartermasters.									First Engineers.								
	1892. (First part.*)			1892. (Second part.)			1893.			1892. (First part.*)			1892. (Second part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America: East Coast	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
South America and West Indies	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Australia and New Zealand	–	–	–	65	65	65	60	–	60	–	–	–	–	–	–	–	–	–
East Indies and China	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Cape, Natal, and East Coast of Africa	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mediterranean	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
West Coast of America	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
West Coast of Africa	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

CARGO STEAMERS.

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America: East Coast	95	95	95	95	95	95	85	75	85	400	240	320–340	400	270	320	400	240	320
South America and West Indies	95	90	90–95	80	80	80	80	80	80	480	280	300–320	480	260	300–320	480	260	320
Australia and New Zealand	90	85	85	85	75	80	85	70	75–80	400	320	360–380	400	360	360–380	400	320	360
East Indies and China	95	80	85	100	75	85	95	70	75–90	400	280	320–360	600	280	320–360	400	280	340–360
Cape, Natal, and East Coast of Africa	90	85	85	85	75	85	95	70	70–85	400	300	320	400	300	320	400	280	320–340
Mediterranean	95	85	85–95	85	85	85	90	75	85	400	220	280–320	360	200	280–300	400	220	280–300
West Coast of America	–	–	–	–	–	–	–	–	85	380	320	360	380	320	360	380	320	320
West Coast of Africa	–	–	–	–	–	–	–	–	–	340	280	320	340	280	320	340	280	300

PASSENGER STEAMERS.

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America: East Coast	100	90	95	100	95	95	95	85	85	600	280	340–600	600	280	340–800	600	240	330–360
South America and West Indies	90	90	90	85	80	80	80	80	80	480	300	320–600	480	300	320–360	480	300	320–380
Australia and New Zealand	90	80	90	85	80	80	85	75	80	583/4	320	320–450	583/4	320	320–380	666/8	320	360–400
East Indies and China	85	80	85	85	80	85	85	70	75–80	440	320	360	420	320	360	400	320	320–360
Cape, Natal, and East Coast of Africa	90	85	90	80	80	80	85	75	80–85	600	320	340–400	400	320	340	450	320	340–370
Mediterranean	90	90	90	90	90	90	90	75	75–90	500	220	240–320	320	220	240–300	400	240	300
West Coast of America	–	–	–	–	–	–	–	–	–	440	320	400	440	320	400	440	320	400
West Coast of Africa	–	–	–	–	–	–	–	–	–	320	320	320	320	320	320	320	320	320

SAILING VESSELS.

SIZE OF VESSEL.	Quartermasters.									First Engineers.								
	1892. (First part.*)			1892. (Second part.)			1893.			1892. (First part.*)			1892. (Second part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
Under 500 tons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Of 500 and under 1,000 tons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Of 1,000 and under 1,500 tons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Of 1,500 and under 2,000 tons	–	–	–	65	65	65	65	60	60–65	–	–	–	–	–	–	–	–	–
Of 2,000 tons and upwards	–	–	60	65	65	65	65	60	60–65	–	–	–	–	–	–	–	–	–

STEAM VESSELS.

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
Under 500 tons (weekly, without provisions)	–	–	–	–	–	–	–	–	–	77/6	55	60–75	75	55	60–75	75	55	60–70
Of 500 and under 1,000 tons	90	90	90	90	85	85	95	80	90	600	220	280–300	400	200	280–300	400	220	220–300
Of 1,000 and under 1,500 tons	95	85	85–95	85	85	85	85	75	75	500	240	300–320	360	240	300–320	400	220	280–320
Of 1,500 and under 2,000 tons	95	80	85–90	100	80	85–95	85	70	70–80	480	240	320–360	600	240	320–340	480	240	300–360
Of 2,000 tons and upwards	95	80	85–95	100	80	85–95	95	70	75–85	600	260	320–600	600	260	320–600	666/8	260	320–360

* Prior to July 1892, when a reduction was made in the rates at most ports.

TABLE, No. 25—*continued.*

RATES of Wages paid to Mates, Petty Officers, Engineers, Firemen, and Sailors employed in the Foreign Trade upon Vessels registered in the British Islands—*continued.*

(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated.)

SAILING VESSELS.

VOYAGE.	Second Engineers.									Third Engineers.								
	1892. (First Part.*)			1892. (Second Part.)			1893.			1892. (First Part.*)			1892. (Second Part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America : East Coast	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
South America and West Indies	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Australia and New Zealand	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
East Indies and China	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Cape, Natal, and East Coast of Africa	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mediterranean	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
West Coast of America	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
West Coast of Africa	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

CARGO STEAMERS.

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America : East Coast	280	160	240	280	200	240	310	180	220–260	220	120	160–200	220	130	160–200	240	120	160–200
South America and West Indies	300	180	220–240	300	180	220–240	280	160	200–220	240	120	160	240	110	160–180	200	120	140–160
Australia and New Zealand	280	240	240–260	280	220	240–280	280	200	240–260	200	140	180–200	220	160	180–200	200	140	160–180
East Indies and China	280	180	240	280	200	240	280	180	240	200	130	150–180	240	140	180	215	140	160–180
Cape, Natal, and East Coast of Africa	270	180	220–240	270	180	225–240	270	180	220–240	210	140	150–160	210	140	150–180	210	120	160
Mediterranean	280	135	200–220	280	135	200–220	280	120	200–220	200	100	130–160	180	100	130–140	200	90	130–160
West Coast of America	240	230	240	240	230	240	240	220	240	180	160	180	180	160	180	200	150	180
West Coast of Africa	240	180	220–240	240	180	220–240	240	200	200–220	180	120	180	180	120	180	180	140	140

PASSENGER STEAMERS.

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America : East Coast	400	200	240–400	400	200	240–400	400	180	240–300	360	140	180–360	360	140	220–360	360	140	180–240
South America and West Indies	300	220	220–260	300	220	220–240	320	200	220–280	240	160	160–180	240	160	160–190	240	160	180
Australia and New Zealand	340	200	220–270	340	240	240	320	200	240–300	260	150	160–260	260	180	180–210	260	150	180–240
East Indies and China	300	220	240–250	300	240	240	300	220	240	240	150	180–200	230	190	200	260	150	180–200
Cape, Natal, and East Coast of Africa	320	210	270	300	220	220	270	200	220–270	230	140	160–230	220	150	150	230	150	180–230
Mediterranean	320	195	200–220	260	195	200–220	300	180	200–260	260	140	160–170	180	100	160–170	240	130	140–180
West Coast of America	320	230	300	320	230	300	320	220	300	240	160	220	240	160	220	240	160	220
West Coast of Africa	240	240	240	240	240	240	240	240	240	180	180	180	180	180	180	180	180	180

SAILING VESSELS.

SIZE OF VESSEL.	Second Engineers.									Third Engineers.								
	1892. (First Part.*)			1892. (Second Part.)			1893.			1892. (First Part.*)			1892. (Second Part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
Under 500 tons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Of 500, and under 1,000 tons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Of 1,000, and under 1,500 tons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Of 1,500, and under 2,000 tons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Of 2,000 tons and upwards	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

STEAM VESSELS.

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
Under 500 tons (weekly, without provisions)	55	32	40–55	60	35	40–55	55	30	40–50	35	35	35	–	–	–	37/6	33/10	34–35
Of 500, and under 1,000 tons	320	110	200–220	280	160	200–220	260	120	180–200	220	100	130–160	200	100	130–160	200	90	125–140
Of 1,000, and under 1,500 tons	320	180	220–240	260	160	200–240	300	160	200–230	260	110	140–180	200	110	140–180	220	110	140–160
Of 1,500, and under 2,000 tons	300	180	220–240	300	180	220–240	300	180	210–240	240	130	160–180	260	120	160–180	240	120	150–200
Of 2,000 tons and upwards	400	200	240–400	400	200	240–400	400	200	220–300	360	150	160–360	360	140	180–360	360	135	160–220

* Prior to July 1892, when a reduction was made in the rates at most ports.

TABLE, No. 25—*continued.*

RATES of Wages paid to Mates, Petty Officers, Engineers, Firemen, and Sailors employed in the Foreign Trade upon Vessels registered in the British Islands—*continued.*

(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated.)

SAILING VESSELS.

VOYAGE.	Donkeymen and Leading Firemen.									Firemen and Trimmers.								
	1892. (First Part.*)			1892. (Second part.)			1893.			1892. (First part.*)			1892. (Second part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America : East Coast	–	–	–	–	–	–	100	100	100	–	–	–	–	–	–	–	–	–
South America and West Indies	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Australia and New Zealand	–	–	–	–	–	–	85	85	85	–	–	–	–	–	–	–	–	–
East Indies and China	–	–	–	–	–	–	130	60	80–100	–	–	–	–	–	–	–	–	–
Cape, Natal, and East Coast of Africa	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mediterranean	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
West Coast of America	–	–	–	–	–	–	100	100	100	–	–	–	–	–	–	–	–	–
West Coast of Africa	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

CARGO STEAMERS.

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America : East Coast	120	100	110	120	95	100–110	120	85	95–100	100	82 6	95–100	100	80	90–100	100	75	90
South America and West Indies	120	85	105–110	120	85	100–105	110	80	90–100	100	70	90–95	100	70	85–90	90	70	80
Australia and New Zealand	110	100	100–110	110	90	100	110	80	90–100	95	80	90	90	80	90	80	70	80
East Indies and China	110	95	100–110	110	90	100	110	85	95–100	95	80	90	95	75	80–90	90	70	75–80
Cape, Natal, and East Coast of Africa	110	100	100–110	105	90	100	115	85	100	95	85	90	90	75	80–90	90	70	75–80
Mediterranean	115	95	105–110	125	85	100–105	120	75	90–95	100	80	90–95	95	70	80–90	90	65	80
West Coast of America	100	100	100	100	100	100	110	80	80–90	90	90	90	90	90	90	90	70	70–80
West Coast of Africa	105	80	100	115	80	100	110	80	95	90	70	70–90	90	70	70–90	85	65	70–75

PASSENGER STEAMERS.

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America : East Coast	120	100	105–110	120	95	110	120	85	95–110	100	90	100	100	80	80–100	100	80	80–90
South America and West Indies	110	95	105	110	95	105	110	90	100–105	100	90	90	90	80	80–90	90	70	80–90
Australia and New Zealand	110	95	100–110	100	90	95	110	85	85–100	90	90	90	90	80	90	80	75	75–80
East Indies and China	110	110	110	140	100	100–140	110	95	95–110	90	90	90	90	80	90	90	75	75–90
Cape, Natal, and East Coast of Africa	120	110	110	115	100	105	115	90	100	90	90	90	80	70	80	90	70	80
Mediterranean	120	90	100	115	90	100	115	80	90–95	90	85	90	90	80	80–90	90	75	80–85
West Coast of America	100	100	100	110	95	105	100	85	90	90	90	90	90	90	90	90	75	80
West Coast of Africa	85	80	80	100	100	100	90	80	80	70	70	70	70	70	70	70	70	70

SAILING VESSELS.

SIZE OF VESSEL.	Donkeymen and Leading Firemen.									Firemen and Trimmers.								
	1892. (First part.*)			1892. (Second part.)			1893.			1892. (First part.*)			1892. (Second part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
Under 500 tons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Of 500 and under 1,000 tons	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Of 1,000 and under 1,500 tons	–	–	–	–	–	–	130	85	100	–	–	–	–	–	–	–	–	–
Of 1,500 and under 2,000 tons	–	–	–	–	–	–	100	100	100	–	–	–	–	–	–	–	–	–
Of 2,000 tons and upwards	–	–	–	–	–	–	100	60	100	–	–	–	–	–	–	–	–	–

STEAM VESSELS.

	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
Under 500 tons (weekly, without provisions).	37/8	32	35–36	36	30	35–36	36	28	30–32/6	32/8	20	30–32/8	32/8	28	30	30	27	28–30
Of 500 and under 1,000 tons	120	90	100–110	140	85	95–100	120	75	80–100	100	70	85–95	100	75	85–90	90	65	75–80
Of 1,000 and under 1,500 tons	120	85	100–110	110	85	100	120	75	90–100	100	75	90	100	75	85–90	90	65	75–80
Of 1,500 and under 2,000 tons	110	80	100–110	110	80	100	120	75	90–100	100	70	90–95	100	70	85–90	100	65	75–90
Of 2,000 tons and upwards	120	100	110	120	95	100–110	140	80	90–100	100	80	95–100	100	80	85–100	100	70	75–90

* Prior to July 1892, when a reduction was made in the rates at most ports.

TABLE, No. 25—*continued.*

RATES of Wages paid to Mates, Petty Officers, Engineers, Firemen, and Sailors employed in the Foreign Trade upon Vessels registered in the British Islands—*continued.*

(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated.)

SAILING VESSELS.

VOYAGE.	Able Seamen.									Ordinary Seamen.								
	1892. (First part.*)			1892. (Second part.)			1893.			1892. (First part.*)			1892. (Second part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
North America : East Coast	80	50	60–70	80	50	60	70	50	55–60	60	20	40–50	60	20	40–50	50	20	40
South America and West Indies	70	60	60–70	70	60	60–65	65	45	55–60	60	20	40–50	60	20	40–45	60	20	40
Australia and New Zealand	70	55	60–70	70	55	60	60	40	55–60	65	10	40–50	55	10	40–50	50	10	40
East Indies and China	70	55	60–70	65	55	60	60	50	55–60	65	20	40–50	55	20	40–50	50	10	40
Cape, Natal, and East Coast of Africa	70	65	70	70	60	60	65	50	60	55	35	40–50	45	20	40–45	55	20	40
Mediterranean	70	60	70	75	60	60	65	60	60–65	50	20	40–45	60	30	40–50	60	30	40
West Coast of America	70	55	60–70	70	55	60–65	60	50	55–60	55	25	40–50	50	20	40–45	50	20	40
West Coast of Africa	65	60	60	70	60	60	65	55	60	45	30	30–40	40	30	30–40	45	30	40

CARGO STEAMERS.

	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
North America : East Coast	100	80	90–95	95	80	80–90	95	70	80	60	40	40–50	80	40	40–50	70	30	45–50
South America and West Indies	100	65	80–90	90	65	80	85	65	70	60	20	40–50	60	30	40	60	30	40–50
Australia and New Zealand	90	80	80	80	70	80	80	65	70–75	60	40	40–50	60	20	40–50	50	20	40–50
East Indies and China	95	70	80–90	90	65	80	80	65	70	60	25	40–50	65	30	40–45	60	30	40–50
Cape, Natal, and East Coast of Africa	90	80	80	80	65	80	80	65	70	55	40	40	50	30	40	50	30	40–50
Mediterranean	95	60	80–95	90	70	80	85	60	70–80	60	25	40–50	60	25	40	70	15	45–50
West Coast of America	80	80	80	80	80	80	80	65	65–70	60	50	50	60	50	50	60	40	50–55
West Coast of Africa	80	60	60–80	80	60	60–80	80	60	60–70	45	40	40	50	40	40–50	–	–	–

PASSENGER STEAMERS.

	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
North America : East Coast	95	82/3	90	95	80	80–90	95	70	80	60	40	40–50	60	30	40–50	60	25	40–50
South America and West Indies	80	80	80	80	70	80	80	70	70–80	60	30	30–50	60	30	30–50	60	30	40–50
Australia and New Zealand	80	80	80	80	70	70–80	70	65	65–70	50	20	40–45	45	20	30–40	50	20	30–45
East Indies and China	80	80	80	80	70	80	80	65	70–80	50	40	45–50	45	30	30 45	50	30	40
Cape, Natal, and East Coast of Africa	80	80	80	70	70	70	80	70	70	50	40	40	45	30	30–45	55	35	40
Mediterranean	85	70	70–80	85	70	70–80	85	65	70–80	50	40	40–50	50	50	50	50	30	40–45
West Coast of America	80	80	80	80	80	80	80	65	70	55	45	55	55	45	55	55	40	45
West Coast of Africa	60	60	60	60	60	60	60	60	60	40	40	40	40	40	40	30	30	30

SAILING VESSELS.

SIZE OF VESSEL.	Able Seamen.									Ordinary Seamen.								
	1892. (First part.*)			1892. (Second part.)			1893.			1892. (First part.*)			1892. (Second part.)			1893.		
	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.	Maximum.	Minimum.	Ordinary Rates.
	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
Under 500 tons	70	55	60–70	80	55	60–65	70	50	55–60	65	20	40–45	60	20	40–45	65	20	40
Of 500 and under 1,000 tons	75	55	60–70	75	55	60–65	70	50	55–60	60	20	40–45	60	30	40–45	60	25	40–45
Of 1,000 and under 1,500 tons	80	50	60–70	80	50	60–65	70	50	55–60	60	25	40–50	60	20	40–45	55	10	40–45
Of 1,500 and under 2,000 tons	70	55	60–70	70	55	60–65	70	50	55–60	65	20	40–50	55	20	40–45	55	10	40
Of 2,000 tons and upwards	70	55	60–70	70	55	60	70	50	55–60	65	20	45–50	50	20	40–45	50	20	40

STEAM VESSELS.

	s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
Under 500 tons (weekly, without provisions)	32/8	28	30–32/8	32/8	28	30	30·4	27	28–30	–	–	–	–	–	–	25	17 6	20
Of 500 and under 1,000 tons	95	70	80–90	95	70	80–85	85	60	70–80	70	40	45–50	70	40	40–50	70	25	40–50
Of 1,000 and under 1,500 tons	100	60	80–90	95	60	80–85	85	60	70–80	60	20	40–50	80	20	40–50	70	25	40–50
Of 1,500 and under 2,000 tons	100	60	80–95	95	60	80–85	90	60	70–80	60	20	40–50	60	25	40–50	70	25	40–50
Of 2,000 tons and upwards	100	80	90–95	95	70	80–90	95	60	70–80	60	20	40–50	65	20	40–50	60	15	40–50

* Prior to July 1892, when a reduction was made in the rates at most ports.

TABLE, No. 26.

PERSONS EMPLOYED—(British and Foreign).

Number of Persons, distinguishing British and Foreign, employed in Vessels (registered under the Merchant Shipping Acts) belonging to the United Kingdom, Isle of Man,* and Channel Islands (exclusive of Vessels employed on Rivers and in Inland Navigation), which were returned as employed in the Home and Foreign Trades, showing the proportion of Foreigners to every 100 British Subjects in each Year from 1853 to 1893.

YEARS.	Number of British Persons Employed.	Number of Foreign Persons Employed.	Total Number of Persons Employed.	Proportion of Foreigners to every 100 British Subjects Employed.
	Exclusive of Masters.			
1853	165,205	7,321	172,526	4·4
1854	149,215	13,200	162,415	8·8
1855	155,610	12,927	168,537	8·3
1856	160,597	13,321	173,918	8·3
1857	162,012	14,375	176,387	8·9
1858	165,498	12,334	177,832	7·4
1859	160,210	12,296	172,506	7·6
1860	157,312	14,280	171,592	9·0
1861	Not separated		171,957	—
1862	157,767	16,096	173,863	10·2
1863	165,794	18,933	184,727	11·4
1864	173,833	21,923	195,756	12·6
1865	177,363	20,280	197,643	11·4
1866	Not separated		196,371	—
1867	174,523	21,817	196,340	12·5
1868	177,239	20,263	197,502	11·4
1869	175,332	20,158	195,490	11·4
1870	177,951	18,011	195,962	10·1
1871	181,973	17,765	199,738	9·76
1872	183,129	20,591	203,720	11·24
1873	182,399	19,840	202,239	10·87
1874	182,687	20,919	203,606	11·45
1875	178,994	20,673	199,667	11·55
1876	177,727	20,911	198,638	11·76
1877	173,926	22,636	196,562	13·01
1878	172,242	23,343	195,585	13·55
1879	169,145	24,403	193,548	14·43
1880	169,692	23,280	192,972	13·72
1881	168,098	24,805	192,903	14·76
1882	169,920	26,017	195,937	15·31
1883	172,414	28,313	200,727	16·42
1884	171,871	27,783	199,654	16·17
1885	171,585	27,196	198,781	15·85
1886	162,614	25,183	†187,797	15·49
1887	160,912	24,046	†184,958	14·94
	Inclusive of Masters.			
1888	179,969	25,277	†205,246	14·05
1889	183,473	26,841	†210,314	14·63
1890	186,147	27,227	†213,374	14·63
1891	186,176	30,267	†216,443	16·26
1892	185,437	30,899	†216,336	16·66
1893	186,628	29,549	†216,177	15·83

Note.—Masters were included for the first time in the year 1888.

* Only such Foreign-going vessels belonging to the Isle of Man for which crews were engaged at ports in the United Kingdom are included.

† Lascars and Asiatics under Asiatic articles of agreement are not included in the above Table, their numbers not having been ascertained and recorded before 1886. The total number of persons employed, including such Lascars and Asiatics was, in 1886, 204,470, in 1887, 202,543, in 1888, 223,673, in 1889, 230,263, in 1890, 236,108, in 1891, 240,480, in 1892, 241,735, and in 1893, 240,974.

TABLE, No. 27.

PERSONS EMPLOYED—(Proportions per 100 Tons).

Statement showing the Tonnage of Sailing and Steam Vessels (registered under the Merchant Shipping Acts) belonging to the United Kingdom, Isle of Man,* and Channel Islands (exclusive of Vessels Employed on Rivers, and in Inland Navigation), which were returned as Employed in the Home, partly in the Home and partly in the Foreign, and in the Foreign Trades respectively, in each of the Years 1854, 1860, 1865, 1870, 1875, 1880, 1885, and 1889-93; also the Number of Persons Employed therein, with the Proportion of Persons to every 100 Tons in each Trade and Class of Vessel, Masters not being included previous to the Year 1888.

TRADES IN WHICH EMPLOYED.	Year.	SAILING VESSELS.			STEAM VESSELS.			TOTAL.		
		Tons.	Persons Employed.	Proportion of Persons Employed to 100 Tons.	Tons.	Persons Employed.	Proportion of Persons Employed to 100 Tons.	Tons.	Persons Employed.	Proportion of Persons Employed to 100 Tons.
In the Home Trade	1854	694,712	34,510	4·97	54,002	3,840	7·11	748,714	38,350	5·12
	1860	821,079	39,163	4·77	92,254	6,416	6·95	913,333	45,579	4·99
	1865	795,434	37,631	4·73	134,776	8,189	6·07	930,210	45,820	4·92
	1870	766,742	40,265	5·25	170,746	11,445	6·70	937,488	51,710	5·51
	1875	715,950	37,401	5·22	231,722	13,479	5·82	947,672	50,880	5·37
	1880	693,501	35,839	5·17	236,358	14,088	5·96	929,859	49,927	5·37
	1885	657,717	34,124	5·19	300,598	18,082	6·02	958,315	52,206	5·45
	1889	571,438	‡38,314	‡6·70	289,245	‡21,015	‡7·27	860,683	‡59,329	‡6·89
	1890	575,147	‡37,618	‡6·54	325,082	‡22,850	‡7·03	900,229	‡60,468	‡6·72
	1891	556,968	‡36,714	‡6·59	354,714	‡25,107	‡7·08	911,682	‡61,821	‡6·78
	1892	539,326	‡35,495	‡6·58	371,530	‡26,611	‡7·16	910,856	‡62,106	‡6·82
	1893	518,264	‡34,659	‡6·69	372,527	‡27,809	‡7·46	890,791	‡62,468	‡7·01
Partly in the Home and partly in the Foreign Trade	1854	202,124	8,099	4·01	19,135	1,328	6·94	221,259	9,427	4·26
	1860	226,556	8,700	3·84	29,803	1,731	5·80	256,359	10,431	4·07
	1865	282,295	10,457	3·70	43,225	2,005	4·64	325,520	12,462	3·82
	1870	283,682	9,988	3·52	108,813	4,221	3·87	392,495	14,209	3·62
	1875	205,352	7,510	3·66	145,308	5,582	3·84	350,660	13,092	3·73
	1880	132,534	4,989	3·76	68,598	2,700	3·94	201,132	7,689	3·82
	1885	67,753	2,606	3·85	86,104	3,248	3·77	153,857	5,854	3·80
	1889	66,619	‡2,856	‡4·29	118,407	‡‡4,092	‡‡3·46	185,026	‡‡6,948	‡‡3·76
	1890	50,991	‡2,219	‡4·35	133,563	‡‡4,386	‡‡3·28	184,554	‡‡6,605	‡‡3·58
	1891	40,248	‡1,796	‡4·46	166,813	‡‡5,169	‡‡3·10	207,061	‡‡6,965	‡‡3·36
	1892	37,200	‡1,655	‡4·45	206,660	‡‡6,228	‡‡3·01	243,860	‡‡7,883	‡‡3·23
	1893	32,345	‡1,467	‡4·54	224,562	‡‡6,438	‡‡2·87	256,907	‡‡7,905	‡‡3·08
In the Foreign Trade	1854	2,619,620	103,913	3·97	139,500	10,726	7·69	2,759,120	114,639	4·15
	1860	2,804,610	97,624	3·48	277,437	17,958	6·47	3,082,047	115,582	3·75
	1865	3,629,023	110,501	3·04	523,698	28,860	5·51	4,152,721	139,361	3·35
	1870	3,468,717	96,954	2·79	760,410	33,089	4·35	4,229,127	130,043	3·07
	1875	3,123,202	81,329	2·60	1,470,158	54,366	3·70	4,593,360	135,695	2·95
	1880	2,924,407	67,840	2·32	2,289,179	67,516	2·95	5,213,586	135,356	2·60
	1885	2,594,093	54,238	2·09	3,502,898	86,483	2·47	6,096,991	140,721	2·31
	1889	2,338,289	††46,595	††1·99	4,257,156	††117,391	††2·76	6,595,445	††163,986	††2·49
	1890	2,267,434	††44,381	††1·96	4,563,119	††124,654	††2·73	6,830,553	††169,035	††2·47
	1891	2,250,285	††42,679	††1·90	4,795,513	††129,015	††2·69	7,045,798	††171,694	††2·44
	1892	2,388,800	††43,639	††1·83	4,905,996	††128,107	††2·61	7,294,796	††171,746	††2·35
	1893	2,348,584	††42,180	††1·80	5,045,106	††128,421	††2·55	7,393,690	††170,601	††2·31
Total	1854	3,516,456	146,522	4·17	212,637	15,894	7·47	3,729,093	162,416	4·36
	1860	3,852,245	145,487	3·77	399,494	26,105	6·53	4,251,739	171,592	4·03
	1865	4,706,752	158,589	3·37	701,699	39,054	5·56	5,408,451	197,643	3·65
	1870	4,519,141	147,207	3·25	1,039,969	48,755	4·67	5,559,110	195,962	3·52
	1875	4,044,504	126,240	3·12	1,847,188	73,427	3·98	5,891,692	199,667	3·39
	1880	3,750,442	108,668	2·90	2,594,135	84,304	3·25	6,344,577	192,972	3·04
	1885	3,319,563	90,968	2·74	3,889,600	107,813	2·77	7,209,163	198,781	2·76
	1889	2,976,346	††87,765	††2·95	4,664,808	††142,498	††3·05	7,641,154	††230,263	††3·01
	1890	2,893,572	††84,218	††2·91	5,021,764	††151,890	††3·02	7,915,336	††236,108	††2·98
	1891	2,847,501	††81,189	††2·85	5,317,040	††159,291	††3·00	8,164,541	††240,480	††2·95
	1892	2,965,326	††80,789	††2·72	5,484,186	††160,946	††2·93	8,449,512	††241,735	††2·86
	1893	2,899,193	††78,306	††2·70	5,642,195	††162,668	††2·88	8,541,388	††240,974	††2·82

* Only such Foreign-going vessels belonging to the Isle of Man for which crews were engaged at ports in the United Kingdom are included.
† Including Lascars and Asiatics under Asiatic Articles of Agreement. *See* note to previous Table.
‡ The number of persons employed in 1889, 1890, 1891, 1892, and 1893, and the proportion per 100 tons, includes masters as well as Lascars and Asiatics. If masters were omitted, as in previous years, the approximate proportion would be—

	Years.	In the Home Trade.	Partly in the Home and partly in the Foreign Trade.	In the Foreign Trade.	Total.
Sailing vessels	1889	5·13	3·54	1·89	2·55
	1890	4·99	3·60	1·86	2·51
	1891	5·03	3·69	1·80	2·46
	1892	5·02	3·69	1·74	2·36
	1893	5·10	3·72	1·71	2·34
Steam vessels	1889	6·63	3·24	2·68	2·94
	1890	6·41	3·10	2·65	2·91
	1891	6·45	2·93	2·61	2·88
	1892	6·53	2·87	2·54	2·82
	1893	6·81	2·71	2·47	2·77
Sailing and steam vessels	1889	5·64	3·34	2·40	2·78
	1890	5·51	3·24	2·39	2·76
	1891	5·59	3·07	2·36	2·73
	1892	5·64	2·99	2·28	2·66
	1893	5·82	2·84	2·23	2·62

TABLE, No. 28.

PERSONS EMPLOYED (IN SMALL SAILING VESSELS).

NUMBER and TONNAGE of SAILING VESSELS under 300 Tons (registered under the Merchant Shipping Acts) belonging to the UNITED KINGDOM, ISLE OF MAN, and CHANNEL ISLANDS (exclusive of Vessels Employed on Rivers and in Inland Navigation), which were returned as Employed in the Home, partly in the Home and partly in the Foreign, and in the Foreign Trades, respectively, with the Number of Persons Employed therein, in each Year from 1860 to 1893, the Return being exclusive of Masters for the period from 1860 to 1887 inclusive.

TABLE, No. 28.

PERSONS EMPLOYED (IN SMALL SAILING VESSELS).

NUMBER and TONNAGE of SAILING VESSELS under 300 Tons (registered under the Merchant Shipping Vessels Employed on Rivers and in Inland Navigation), which were returned as Employed in the Home, of Persons Employed therein, in each Year from 1860 to 1893, the Return being exclusive of Masters

YEARS.	HOME TRADE.			PARTLY HOME AND PARTLY FOREIGN TRADE.		
	Vessels.	Tons.	Persons Employed.	Vessels.	Tons.	Persons Employed.
1860	10,825	813,567	38,938	1,284	194,372	7,675
1861	11,037	824,356	39,355	1,246	189,432	7,446
1862	10,470	767,423	36,394	1,392	209,276	8,178
1863	10,670	749,895	36,648	1,609	240,473	9,400
1864	10,994	785,780	37,629	1,529	232,239	8,940
1865	11,156	794,141	37,595	1,564	244,421	9,295
1866	11,204	810,780	37,353	1,404	219,120	8,223
1867	11,488	835,627	38,421	1,109	164,745	6,293
1868	11,777	800,813	39,353	1,334	200,011	7,510
1869	11,564	771,667	39,351	1,458	224,068	8,413
1870	11,587	762,303	40,142	1,428	213,387	7,987
1871	11,826	771,775	41,704	1,425	210,411	7,947
1872	12,232	791,143	42,010	1,255	182,823	6,954
1873	11,536	742,679	39,462	1,276	178,921	6,811
1874	10,822	691,536	36,890	1,377	207,392	7,913
1875	10,551	709,980	37,245	1,251	176,195	6,724
1876	10,631	703,391	36,465	1,151	166,932	6,293
1877	10,634	694,984	35,822	1,118	159,274	6,000
1878	10,510	693,995	35,901	916	124,691	4,778
1879	10,702	704,822	36,685	886	118,123	4,509
1880	10,672	690,021	35,791	966	124,347	4,772
1881	10,264	675,042	34,579	770	99,571	3,881
1882	10,046	654,757	33,313	800	106,865	4,186
1883	9,997	653,203	33,489	603	80,408	3,079
1884	10,081	657,589	34,188	523	63,670	2,607
1885	10,078	656,088	34,086	498	62,291	2,473
1886	9,614	638,232	32,581	434	51,860	1,984
1887	9,559	627,584	32,059	393	45,419	1,723
1888	9,194	595,313	†39,462	421	52,714	†2,346
1889	8,981	569,281	†38,277	491	63,205	†2,764
1890	8,888	572,030	†37,559	367	44,858	†2,060
1891	8,668	554,583	†36,659	306	37,576	†1,729
1892	8,423	536,009	†35,456	277	34,740	†1,593
1893	8,208	517,118	†34,642	258	30,298	†1,414

* Only such Foreign-going vessels belonging to the Isle of Man for which crews were

TABLE, No. 28.

PERSONS EMPLOYED (IN SMALL SAILING VESSELS).

Acts) belonging to the UNITED KINGDOM, ISLE OF MAN,* and CHANNEL ISLANDS (exclusive of partly in the Home and partly in the Foreign, and in the Foreign Trades, respectively, with the Number for the period from 1860 to 1887 inclusive.

FOREIGN TRADE.			TOTAL.			YEARS.
Vessels.	Tons.	Persons Employed.	Vessels.	Tons.	Persons Employed.	
3,227	587,469	25,794	15,336	1,595,408	72,407	1860
3,205	583,373	25,391	15,488	1,597,161	72,192	1861
3,298	598,199	26,034	15,160	1,574,898	70,606	1862
3,293	596,059	25,752	15,572	1,586,427	71,800	1863
3,171	581,587	24,679	15,694	1,599,606	71,248	1864
2,874	541,386	22,629	15,594	1,579,948	69,519	1865
3,011	565,315	23,366	15,619	1,595,215	68,942	1866
3,037	578,362	23,278	15,634	1,578,734	67,992	1867
2,888	554,181	22,111	15,999	1,555,005	68,974	1868
2,625	508,734	20,138	15,647	1,504,469	67,902	1869
2,593	494,429	19,412	15,608	1,470,119	67,541	1870
2,264	440,750	16,911	15,515	1,422,936	66,562	1871
2,239	437,737	16,612	15,726	1,411,703	65,576	1872
2,199	433,118	16,195	15,011	1,354,718	62,468	1873
2,048	406,845	15,144	14,247	1,305,773	59,947	1874
1,738	348,265	13,015	13,540	1,234,440	56,984	1875
1,685	337,371	12,344	13,467	1,207,694	55,102	1876
1,613	329,146	11,891	13,365	1,183,404	53,713	1877
1,642	331,109	11,795	13,068	1,149,795	52,474	1878
1,430	285,602	10,169	13,018	1,103,547	51,363	1879
1,342	268,243	9,529	12,980	1,082,611	50,092	1880
1,157	225,551	8,328	12,191	1,000,164	46,788	1881
922	180,902	6,631	11,768	942,524	44,130	1882
862	164,418	6,159	11,462	898,029	42,727	1883
761	145,187	5,408	11,365	866,446	42,203	1884
699	129,195	4,955	11,275	847,574	41,514	1885
589	111,716	3,996	10,637	801,808	38,561	1886
531	99,127	3,548	10,483	772,130	37,330	1887
552	97,245	† 4,083	10,167	745,272	† 45,891	1888
490	85,915	† 3,639	9,962	718,401	† 44,680	1889
417	72,383	† 3,102	9,672	689,271	† 42,721	1890
328	55,611	† 2,424	9,302	647,770	† 40,812	1891
272	45,259	† 2,004	8,972	616,008	† 39,053	1892
263	42,941	† 1,930	8,729	590,357	† 37,986	1893

engaged at ports in the United Kingdom are included. † Including Masters.

TABLE, No. 29.

Analysis of Crews of Merchant Ships (SAILING Vessels).

COMPARATIVE TABLE showing the Constitution of the Crews of certain British Sailing Vesse

1880.

1 Vessel's Name.	2 Official Number.	3 Port.	4 Tons.	5 Owners.	6 Description of Voyage.	7 Masters and Mates.	8 Midshipmen.	9 Boatswains.	10 Quarter-masters.	11 Carpenters.	12 Sailmakers.	13 AbleSeamen.	14 Ordinary
Nagpore	47,570	Liverpool	1,209	W. Rome	East Indies	3	–	–	–	1	1	14	–
Tilkhurst	76,974	London	1,526	F. Fry	ditto	3	–	1	–	1	1	14	4
Royal Sovereign	50,256	Liverpool	1,388	E. P. Bates	ditto	3	–	1	–	1	1	18	2
Belfast	70,875	Liverpool	1,864	T. Brocklebank	ditto	5	–	–	–	1	1	20	–
Candahar	54,983	Liverpool	1,418	T. Brocklebank	ditto	4	–	1	–	1	–	15	–
Ascalon	60,682	Aberdeen	938	W. Henderson	Australia and New Zealand.	3	–	1	–	1	1	12	2
Merope	63,605	Southampton	1,053	W. Savill	ditto	4	–	1	–	1	1	10	2
Carlisle Castle	60,871	London	1,457	H. Green	ditto	5	8	1	–	1	1	20	2
Blackadder	63,573	London	917	J. Willis	ditto	3	–	1	–	1	–	13	–
Sobraon	54,680	London	2,130	Devitt & Moore	ditto	4	–	1	4	1	1	21	1
Hurunui	73,588	London	1,012	New Zealand Shipping Company.	ditto	4	–	1	–	1	1	18	4
Rydalmere	70,908	Liverpool	1,245	J. Sprott	ditto	4	–	–	–	1	1	11	1
Aldergrove	70,318	Port Glasgow	1,270	G. Somerville	ditto	3	–	1	–	1	1	15	3
Halcione	60,929	Southampton	842	W. Savill	ditto	3	–	–	–	1	1	10	2
Illimani	70,500	Swansea	590	J. Burgess	West Coast of America	2	–	1	–	1	–	9	–
Bengairn	58,933	Liverpool	590	A. Rae	ditto	3	–	1	–	1	–	6	2
Grisedale	70,944	Liverpool	1,221	J. D. Newton	ditto	3	–	1	–	1	1	16	1
Quiliota	74,483	Liverpool	696	S. Wakeham	ditto	3	–	–	–	1	–	9	–
Patterdale	65,857	Liverpool	1,199	J. D. Newton	ditto	4	–	1	–	1	1	12	3
Carrizal	48,781	Liverpool	598	T. Shallcross	ditto	3	–	–	–	1	–	6	2
Seatoller	54,990	Liverpool	558	J. Gambles	ditto	3	–	–	–	1	1	3	–
Endymion	60,667	Salcombe	251	R. Balkwill	Brazils and River Plate	2	–	1	–	–	–	3	1
Balmore	75,182	Dundee	728	J. Miller	ditto	2	–	1	–	1	–	6	2
Alumbagh	47,375	London	1,137	J. Herron	ditto	3	–	–	–	1	1	9	2
Orchid	44,104	Bristol	227	H. T. Bridges	West Indies	2	–	1	–	–	–	4	1
Corsair	44,324	London	345	G. Rooth	ditto	2	–	1	–	–	–	6	–
Ocean Racer	62,126	Inverness	202	W. Anderson	ditto	2	–	1	–	–	–	2	2
Quathlamba	77,453	Aberdeen	467	J. T. Rennie	Cape of Good Hope	3	–	–	–	1	–	7	1
Umvoti	60,697	Aberdeen	442	J. T. Rennie	ditto	3	–	–	–	1	1	4	1
		Total	27,520			91	8	19	4	25	17	313	37

Abstract of the above.

Number of Men, all told, to each 100 Tons, inclusive of Masters.		Number of Men, all told, to each 100 Tons, exclusive of Masters.	
1880.	1890.	1880.	1890.
2·6707	2·2856	2·5654	2·1802

Number of Men to each 100 Tons, inclusive of Masters, but exclusive of "Other Persons," Cooks, Stewards, Waiters, &c., enumerated in Columns 17 and 32.	
1880.	1890.
2·3110	2·0094

Capacities: showing Increase and Decrease in each

Capacity.	1880.	1890.
Masters and Mates	91	92
Midshipmen	8	5
Boatswains	19	11
Quartermasters	4	4
Carpenters	25	25
Sailmakers	17	15
Able Seamen	313	270
Ordinary Seamen	37	39
Apprentices	106	72
Boys	16	20
Other Persons	99	76
Total	735	629

Note.—In the above Table ships belonging to certain well-known firms have been selected at the chief Ports of the United Kingdom as representa

TABLE, No. 29.

Analysis of Crews of Merchant Ships (SAILING Vessels).

Employed in the Foreign Trade of the United Kingdom, in the Years 1880 and 1890.

	1880.							1890.														
	15 Apprentices.	16 Boys.	17 Other Persons.	18 Total Crew.	19 Total Foreigners.	20 Owners.	21 Description of Voyage.	22 Masters and Mates.	23 Midshipmen.	24 Boatswains.	25 Quartermasters.	26 Carpenters.	27 Sailmakers.	28 Able Seamen.	29 Ordinary Seamen.	30 Apprentices.	31 Boys.	32 Other Persons.	33 Total Crew.	34 Total Foreigners.
1	3	–	2	24	16	A. Fry	East Indies	3	–	–	–	1	–	11	4	–	–	2	21	8
2	–	3	3	26	10	W. Price	ditto	3	–	1	–	1	1	10	6	–	3	2	27	1
3	1	1	2	30	8	E. Bates	ditto	4	–	–	–	1	1	14	2	1	2	2	27	2
4	9	–	3	39	9	T. Brocklebank	ditto	4	–	1	–	1	–	17	–	5	–	2	30	8
5	9	–	2	32	9	T. Brocklebank	ditto	4	–	–	–	1	–	15	–	4	–	2	26	5
6	5	2	3	30	2	J. Anderson	Australia and New Zealand.	4	–	–	–	1	1	11	–	5	1	2	25	8
7	4	–	7	30	7	Shaw, Savill & Albion Company.	ditto	3	–	–	–	1	1	11	2	2	–	2	22	2
8	–	3	11	52	6	F. Green	ditto	5	5	1	4	1	1	14	5	–	1	13	50	3
9	6	–	2	26	7	J. Willis	ditto	3	–	–	–	1	–	11	–	7	–	2	24	10
10	2	4	23	68	8	Devitt & Moore	ditto	6	–	1	–	1	1	18	3	7	3	12	62	4
11	3	–	12	44	6	New Zealand Shipping Company.	ditto	3	–	1	–	1	1	11	1	3	–	2	23	6
12	8	–	2	28	7	J. Sprott	ditto	3	–	–	–	1	1	10	–	8	–	2	25	13
13	–	2	2	28	6	T. Guthrie	ditto	3	–	1	–	1	1	11	–	5	–	2	24	4
14	2	–	3	22	6	W. Savill	ditto	3	–	–	–	1	1	10	2	–	–	3	20	4
15	3	–	2	18	3	W. Jones	West Coast of America	3	–	–	–	–	–	9	–	1	–	1	14	3
16	2	–	1	16	5	A. Rae	ditto	3	–	–	–	1	–	6	1	3	–	1	15	1
17	6	–	2	31	7	J. D. Newton	ditto	3	–	–	–	1	1	15	–	3	–	1	24	11
18	3	–	1	17	5	G. Wakeham	ditto	3	–	–	–	1	–	7	–	2	2	1	16	5
19	8	1	2	31	9	J. D. Newton	ditto	4	–	–	–	1	1	11	–	7	–	2	26	11
20	3	–	2	17	2	T. Shallcross	ditto	3	–	–	–	1	–	4	3	2	–	1	14	8
21	2	–	1	17	–	J. Gambles	ditto	3	–	–	–	1	–	4	2	3	–	1	14	–
22	1	–	1	9	2	C. Balkwill	Brazils and River Plate	2	–	1	–	–	–	3	2	–	–	1	9	1
23	3	–	2	17	6	J. Miller	ditto	3	–	–	–	1	1	6	1	–	3	1	16	4
24	3	–	1	20	–	G. T. Soley	ditto	2	–	1	–	1	–	8	1	–	2	1	16	3
25	2	–	2	12	1	G. Bridges	West Indies	2	–	1	–	–	–	5	–	2	–	1	11	–
26	2	–	1	12	6	G. Rooth	ditto	2	–	1	–	1	–	4	1	–	–	2	11	3
27	1	–	–	8	–	W. G. Crinks	ditto	2	–	1	–	–	–	3	1	–	–	–	7	5
28	1	–	2	15	3	J. T. Rennie	Cape of Good Hope	3	–	–	–	1	1	5	2	–	1	1	14	3
29	4	–	2	16	6	J. T. Rennie	ditto	3	–	–	–	1	1	6	–	2	2	1	16	2
	106	16	99	735	162			92	5	11	4	25	15	270	39	72	20	76	629	138

Abstract of the above.

Nationality of Foreigners.

Nationality.	1880.	1890.	Nationality.	1880.	1890.
Norwegians	23	39	Italians	1	1
Swedes	33	30	Greeks	1	–
Danes	14	9	Austrians	2	–
Germans	28	23	Portuguese	3	–
Dutch	4	4	Russians	15	13
French	5	3	Americans	15	10
Spanish	1	–	Other Countries	16	1
Belgians	1	5	Total	162	138

of their class, care being taken to select those vessels which it has been found possible to trace on the Registers in both of the years 1880 and 1890.

TABLE, No. 30.

Analysis of Crews of Merchant Ships (STEAM Vessels).

COMPARATIVE TABLE showing the Constitution of the Crews of certain British Steam Vessels

1880.

1 Vessel's Name	2 Official Number.	3 Port.	4 Tons.	5 Horse Power.	6 Owners.	7 Description of Voyage.	8 Masters & Mates.	9 Boatswains.	10 Quartermasters.	11 Carpenters.	12 Able Seamen.	13 Ordinary Seamen.	14 Apprentices.	15 Boys.	16 Engineers.	17 Firemen and Trimmers.	
Nepaul	73,821	Glasgow	2,065	600	Peninsular and Oriental Steam Navigation Co.	East Indies	7	1	–	2	7	–	–	2	5	–	1
Khedive	65,565	Greenock	2,228	600	- ditto - ditto	- ditto	6	1	–	2	7	–	–	–	5	–	2
Clan Ranald	80,439	Glasgow	1,356	280	Cayzer and Irvine	- ditto	4	–	–	1	8	1	–	–	4	6	3
City of Agra	80,476	Glasgow	2,133	500	G. Smith & Sons	- ditto	4	2	4	1	11	2	–	–	4	16	4
City of Canterbury	71,704	Glasgow	2,099	440	- ditto - ditto	- ditto	4	1	4	1	11	3	–	–	4	14	5
Stentor	70,946	Liverpool	1,304	250	Ocean Steam Ship Co.	China and Japan	4	1	–	1	12	–	–	2	4	9	6
Gleneagles	76,736	Glasgow	1,837	530	J. McGregor	- ditto - ditto	5	1	2	1	7	1	–	2	4	–	7
Sarpedon	76,533	Liverpool	1,591	250	Ocean Steam Ship Co.	- ditto - ditto	4	1	–	1	12	2	–	–	4	9	8
Glencarn	68,079	Glasgow	1,409	320	J. McGregor	- ditto - ditto	5	1	3	1	8	–	–	1	4	–	9
Cuzco	65,901	Liverpool	2,439	550	F. Green	Australia	5	3	4	1	22	2	–	5	5	26	10
Orient	82,254	Glasgow	3,439	1,000	- ditto	- ditto	6	3	3	2	30	3	–	3	7	39	11
Rosetta	81,959	Belfast	2,249	700	Peninsular and Oriental Steam Navigation Co.	- ditto	6	1	–	2	7	–	–	–	5	–	12
Warwick Castle	77,027	London	1,892	370	Donald Currie & Co.	Cape of Good Hope	5	3	4	2	14	–	–	3	4	19	13
Dunrobin Castle	73,612	London	1,784	300	- ditto - ditto	- ditto - ditto	5	3	4	1	14	1	–	3	4	18	14
Durban	76,838	Southampton	1,685	550	Union Steam Ship Co.	- ditto - ditto	5	1	3	1	18	4	–	4	5	21	15
Nubian	72,366	Southampton	1,397	400	- ditto - ditto	- ditto - ditto	5	1	3	1	18	4	–	4	4	18	16
Limpopo	82,802	London	750	120	W. Gray	- ditto - ditto	3	–	2	1	6	–	–	–	3	6	17
Galicia	69,249	Liverpool	2,449	600	Pacific Steam Navigation Co.	West Coast of America	5	3	–	1	22	4	–	2	5	24	18
Iberia	69,336	Liverpool	2,982	750	- ditto - ditto	- ditto - ditto	5	3	–	1	24	4	–	2	5	23	19
Paraense	65,861	Liverpool	986	160	R. Singlehurst	Brazil and River Plate.	4	1	–	1	10	–	–	–	3	11	20
Elbe	63,565	London	1,773	600	Royal Mail Steam Packet Co.	- ditto - ditto	6	1	4	1	20	3	–	3	6	29	21
City of Richmond.	69,286	Liverpool	2,840	700	W. Inman	North America	5	2	–	1	28	3	–	–	7	42	22
Bothnia	68,094	Glasgow	2,923	600	C. MacIver	- ditto - ditto	8	2	–	1	39	–	–	–	6	32	23
Peruvian	47,845	Glasgow	1,845	500	A. Allan	- ditto - ditto	5	2	–	1	22	1	–	2	7	23	24
Holland	45,378	Liverpool	2,462	300	National Steam Ship Co.	- ditto - ditto	5	2	–	1	22	–	–	–	5	17	25
Quito	60,224	Hull	1,220	150	T. Wilson	Baltic	3	1	–	1	9	–	–	–	3	5	26
Oxford	60,225	Hull	1,017	98	W. Bailey	- ditto	3	1	–	1	7	–	–	–	2	6	27
Rishanglys	72,138	Whitby	777	110	R. Harrowing	Mediterranean and Black Sea.	3	1	–	–	6	–	–	–	3	4	28
Trewidden	67,899	St. Ives	824	115	E. Hain	- ditto - ditto	3	–	–	1	6	–	–	–	3	4	29
Wimbledon	68,379	London	957	150	F. W. Harris	- ditto - ditto	3	1	–	1	7	–	–	–	3	5	30
Staincliffe	73,663	West Hartlepool	847	120	T. Appleby	- ditto - ditto	3	–	–	1	5	–	–	–	3	4	31
Para	69,255	London	2,406	600	Royal Mail Steam Packet Co.	West Indies	6	1	4	1	21	2	–	3	6	30	32
		TOTAL	53,565	13,313		TOTAL	150	45	41	36	460	40	–	41	142	460	

Abstract of the above.

Number of Men all told to each 100 Tons, inclusive of Masters.		Number of Men all told to each 100 Tons, exclusive of Masters.	
1880.	1890.	1880.	1890.
4·1816	4·2021	4·1270	4·1475

Number of Men to each 100 Tons, inclusive of Masters but exclusive of "Other Persons," Cooks, Stewards, Waiters, &c., enumerated in Columns 21 and 39, and Steward's Department of Lascars.

1880.	1890.
2·8993	2·8173

Capacities: showing Increase and Decrease in each.

Capacity.	1880.	1890.
Masters and Mates	150	147
Boatswains	45	47
Quartermasters	44	47
Carpenters	36	33
Able Seamen	460	406
Ordinary Seamen	40	42
Apprentices	—	—
Boys	41	32
Engineers	142	142
Firemen	460	452
Lascars and other Asiatics. — Deck Hands	124	128
Lascars and other Asiatics. — Engineer's Department	156	174
Lascars and other Asiatics. — Steward's Department	52	45
Other Persons	699	766
TOTAL	2,449	2,461

Note.—In the above Table ships belonging to certain well-known firms have been selected at the chief Ports of the United Kingdom both of the years 1880 and 1890.

TABLE, No. 30.

Analysis of Crews of Merchant Ships (STEAM Vessels).

Employed in the Foreign Trade of the United Kingdom in the Years 1880 and 1890.

	1880.							1890.																					
	Lascars.			21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	Lascars.			39	40	41
	18 Deck Hands.	19 Engineer's Department.	20 Steward's Department.	Other Persons.	Total Crew.	Total Foreigners, exclusive of Lascars.	Owners.	Description of Voyage.	Masters & Mates.	Boatswains.	Quartermasters.	Carpenters.	Able Seamen.	Ordinary Seamen.	Appreatices.	Boys.	Engineers.	Firemen and Trimmers.	36 Deck Hands.	37 Engineer's Department.	38 Steward's Department.	Other Persons.	Total Crew.	Total Foreigners, exclusive of Lascars.
1	45	44	12	29	154	1	Peninsular and Oriental Steam Navigation Co.	East Indies	6	1	–	2	7	–	–	–	6	–	45	47	13	33	160	–
2	40	41	19	20	141	3	- ditto -	- ditto - - -	6	1	–	2	7	–	–	–	5	–	44	51	12	34	166	2
3	–	–	–	5	29	1	Cayzer & Irvine -	- ditto - -	4	1	–	1	6	4	–	–	3	6	–	–	–	6	31	1
4	–	–	–	12	56	3	G. Smith & Sons -	- ditto - -	4	2	3	1	13	2	–	–	4	15	–	–	–	13	57	2
5	–	–	–	14	56	–	- ditto -	- ditto - -	4	2	4	1	10	1	–	1	4	14	–	–	–	12	53	2
6	–	–	–	9	42	2	Ocean Steam Ship Co.	China and Japan -	4	1	–	1	12	1	–	–	4	10	–	–	–	9	42	2
7	–	19	3	8	53	–	J. McGregor - -	- ditto - ditto -	5	1	4	1	8	–	–	–	4	–	–	20	3	12	58	–
8	–	–	–	9	42	–	Ocean Steam Ship Co.	- ditto - ditto -	4	1	–	1	12	1	–	–	4	9	–	–	–	10	42	–
9	–	12	3	7	45	6	J. McGregor - -	- ditto - ditto -	5	1	–	1	10	–	–	1	4	6	–	12	4	5	49	3
10	–	–	–	47	120	10	Pacific Steam Navigation Co.	Australia - - -	5	3	4	1	17	2	–	3	6	26	–	–	–	50	117	3
11	–	–	–	69	165	6	J. Anderson - -	- ditto - - -	5	3	4	2	28	2	–	3	8	31	–	–	–	79	165	1
12	39	40	15	22	137	–	Peninsular and Oriental Steam Navigation Co.	- ditto - - -	6	1	–	2	7	–	–	1	4	–	39	44	13	33	150	2
13	–	–	–	39	93	3	Donald Currie & Co.	Cape of Good Hope -	5	3	4	1	14	–	–	2	4	19	–	–	–	31	83	1
14	–	–	–	40	93	1	- ditto - ditto -	- ditto - ditto -	5	3	4	1	16	–	–	1	4	14	–	–	–	30	78	3
15	–	–	–	29	91	1	Union Steam Ship Co.	- ditto - ditto -	5	1	3	1	18	4	–	4	4	18	–	–	–	30	88	1
16	–	–	–	30	88	1	- ditto - ditto -	- ditto - ditto -	5	1	3	1	16	4	–	4	5	18	–	–	–	25	82	1
17	–	–	–	9	24	9	W. Gray - - -	- ditto - ditto -	3	–	–	1	8	–	–	–	3	6	–	–	–	5	26	4
18	–	–	–	32	98	10	Pacific Steam Navigation Co.	West Coast of America.	5	3	–	1	16	2	–	2	5	24	–	–	–	36	94	7
19	–	–	–	33	100	8	- ditto - ditto -	- ditto - ditto -	5	3	–	1	18	2	–	2	5	26	–	–	–	38	100	3
20	–	–	–	10	40	6	R. Singlehurst - -	Brazil and River Plate.	4	1	–	1	10	–	–	–	4	10	–	–	–	12	42	3
21	–	–	–	26	99	6	Royal Mail Steam Packet Co.	- ditto - ditto -	6	1	4	1	18	4	–	3	6	31	–	–	–	37	111	4
22	–	–	–	37	125	4	Inman and International Steam Ship Co.	North America -	5	2	6	1	15	2	–	–	7	43	–	–	–	66	147	5
23	–	–	–	67	155	5	Cunard Steam Ship Co.	- ditto - ditto -	7	2	–	1	33	–	–	1	6	32	–	–	–	64	146	5
24	–	–	–	38	101	9	A. Allen - - -	- ditto - ditto -	5	2	–	1	16	1	–	1	7	18	–	–	–	19	70	3
25	–	–	–	12	64	4	National Steam Ship Co.	- ditto - ditto -	4	1	–	1	17	6	–	–	4	15	–	–	–	10	58	2
26	–	–	–	3	25	–	T. Wilson - - -	Baltic - - -	3	–	–	1	7	–	–	–	2	6	–	–	–	2	21	6
27	–	–	–	2	22	12	W. Bailey - - -	- ditto - - -	3	1	–	1	7	–	–	–	2	6	–	–	–	2	22	2
28	–	–	–	2	19	3	R. Harrowing - -	Mediterranean and Black Sea.	3	1	–	–	5	–	–	–	3	4	–	–	–	3	19	1
29	–	–	–	3	20	1	E. Hain - - -	- ditto - ditto -	3	1	–	–	5	–	–	–	3	4	–	–	–	3	19	2
30	–	–	–	4	24	5	F. W. Harris - -	- ditto - ditto -	4	1	–	1	6	–	–	–	3	5	–	–	–	4	24	–
31	–	–	–	3	19	2	T. Appleby - -	- ditto - ditto -	3	1	–	–	5	–	–	–	3	4	–	–	–	4	20	1
32	–	–	–	35	109	11	Royal Mail Steam Packet Co.	West Indies - -	6	1	4	1	19	4	–	3	6	32	–	–	–	45	121	6
	124	156	52	699	2,449	133		Total - - -	147	47	47	33	406	42	–	32	142	452	128	174	45	766	2,461	78

Abstract of the above.

Nationality of Foreigners, exclusive of Lascars.

Nationality.	1880.	1890.	Nationality.	1880.	1890.
Norwegians - - - - -	16	12	Italians - - - - -	3	4
Swedes - - - - - -	18	17	Greeks - - - - -	5	5
Danes - - - - - -	12	5	Austrians - - - -	4	1
Germans - - - - -	27	11	Portuguese - - - -	4	1
Dutch - - - - - -	—	2	Russians - - - -	3	2
French - - - - - -	14	9	Americans - - - -	20	4
Spanish - - - - -	4	1	Other Countries - - -	3	4
Belgians - - - - -	—	—	Total - - -	133	78

as representatives of their class, care being taken to select those vessels which it has been found possible to trace on the Registers in

TABLE, No. 31.

Relief of Distressed Seamen Abroad.

RETURN of Sums Voted, and of the Expenditure, on account of the Relief of Distressed British Seamen Abroad, since the Vote has been administered by the Board of Trade, from 1855–56 to 1892–93.

Year.	Voted.			Expenditure.		
	£.	s.	d.	£.	s.	d.
Net Expenditure for 1855–56 - -	17,000	–	–	8,662	5	1
Ditto - 1856–57 - -	17,000	–	–	16,695	18	9
Ditto - 1857–58 - -	20,000	–	–	21,733	3	2
Ditto - 1858–59 - -	20,000	–	–	17,503	9	8
Ditto - 1859–60 - -	20,000	–	–	21,094	15	1
Ditto - 1860–61 - -	20,000	–	–	20,855	1	5
Ditto - 1861–62 - -	20,400	–	–	22,492	7	1
Ditto - 1862–63 - -	20,400	–	–	25,876	6	4
Ditto - 1863–64 - -	20,400	–	–	19,218	14	2
Ditto - 1864–65 - -	34,400	–	–	35,788	16	8
Ditto - 1865–66 - -	30,400	–	–	28,259	10	5
Ditto - 1866–67 - -	47,342	17	7	49,162	9	9
Ditto - 1867–68 - -	38,187	5	–	38,187	5	–
Gross Expenditure for 1868–69 - -	45,400	–	–	38,427	7	2
Ditto - 1869–70 - -	45,400	–	–	37,059	1	9
Ditto - 1870–71 - -	36,000	–	–	35,068	12	1
Ditto - 1871–72 - -	35,400	–	–	34,260	8	1
Ditto - 1872–73 - -	36,000	–	–	32,578	4	1
Ditto - 1873–74 - -	33,000	–	–	31,284	12	2
Ditto - 1874–75 - -	29,000	–	–	31,185	16	1
Ditto - 1875–76 - -	31,000	–	–	29,220	19	2
Ditto - 1876–77 - -	33,000	–	–	32,223	11	1
Ditto - 1877–78 - -	33,000	–	–	31,612	2	4
Ditto - 1878–79 - -	31,500	–	–	34,373	1	2
Ditto - 1879–80 - -	† 34,000	–	–	29,414	11	7
Ditto - 1880–81 - -	32,400	–	–	27,256	10	2
Ditto - 1881–82 - -	31,900	–	–	29,066	11	9
Ditto - 1882–83 - -	30,900	–	–	30,701	19	4
Ditto - 1883–84 - -	-	‡	-	27,348	17	4
Ditto - 1884–85 - -	-	‡	-	28,957	–	–
Ditto - 1885–86 - -	-	‡	-	24,344	1	7
Ditto - 1886–87 - -	-	‡	-	26,999	2	5
Ditto - 1887–88 - -	-	‡	-	25,635	–	5
Ditto - 1888–89 - -	-	‡	-	26,839	13	1
Ditto - 1889–90 - -	-	‡	-	23,695	13	–
Ditto - 1890–91 - -	-	‡	-	21,566	3	9
Ditto - 1891–92 - -	-	‡	-	26,226	3	6
Ditto - 1892–93 - -	-	‡	-	23,407	16	3

* Includes Five Quarters. † Includes Supplementary Estimate, 3,000 *l.*

‡ The amount voted after 1st April 1883 is included in the Grant in Aid of the Mercantile Marine Fund, and cannot be separately distinguished.

TABLE, No. 32.

Seamen's Savings Banks.

ACCOUNT of all Deposits Received and Repaid by the Board of Trade, under the Authority of the Seamen's Savings Bank Act, 1856, 19 & 20 Vict. c. 41, from 1856–57 to 1891–92 (Years ending 20th November).

Year (ending 20th Nov.)	Amount Received.			Amount Paid.			Year (ending 20th Nov.)	Amount Received.			Amount Paid.		
	£.	s.	d.	£.	s.	d.		£.	s.	d.	£.	s.	d.
1856-57 -	11,353	3	–	4,572	2	-	1874–75 -	48,370	2	2	47,616	12	9
1857–58 -	11,005	16	–	7,105	8	9	1875–76 -	50,731	10	5	47,116	–	11
1858–59 -	13,538	18	3	8,417	17	3	1876–77 -	56,495	15	5	53,601	3	10
1859-60 -	14,958	17	7	9,653	2	10	1877–78 -	51,435	19	11	47,967	4	9
1860–61 -	17,112	7	9	12,680	17	2	1878–79 -	59,113	13	2	59,670	9	5
1861–62 -	17,088	13	1	15,342	11	–	1879–80 -	58,548	13	10	53,295	–	4
1862–63 -	17,098	5	11	14,090	–	5	1880–81 -	58,247	8	4	53,809	6	6
1863–64 -	20,583	2	7	17,201	3	6	1881–82	66,336	14	9	60,230	1	–
1864–65 -	21,215	13	9	18,396	11	6	1882–83 -	72,783	4	1	68,517	6	1
1865–66 -	24,040	6	5	22,802	10	11	1883–84 -	74,493	5	2	74,834	16	1
1866–67 -	32,747	7	4	30,396	17	5	1884–85 -	69,449	11	11	71,629	7	8
1867-68 -	30,120	2	1	28,522	5	6	1885–86 -	66,538	8	5	67,354	19	2
1868-69 -	37,029	13	–	34,928	18	7	1886–87 -	63,475	12	3	61,897	18	10
1869–70 -	33,174	4	5	32,130	13	1	1887–88 -	70,608	8	4	64,066	19	4
1870-71 -	39,819	3	6	36,658	19	10	1888–89 -	77,325	16	3	70,194	3	2
1871–72 -	37,625	6	6	34,424	6	7	1889–90 -	87,789	8	11	78,742	8	6
1872–73 -	43,715	2	3	39,493	3	4	1890–91 -	85,252	19	8	82,327	9	7
1873-74 -	50,182	15	6	45,964	9	10	1891–92 -	83,042	7	6	87,480	9	6

TABLE, No. 33.

Seamen's Money Orders.

RETURN showing the Number and Amount of Seamen's Money Orders issued at Ports in the United Kingdom, and at Ports Abroad, and Paid at Ports in the United Kingdom, from 1867 to 1892-93.

	Issued.						Paid. (Exclusive of Amounts paid at Ports Abroad.)					
Year.	Number.	Amount Received.			Year.	Number.	Amount Paid.		
		£.	s.	d.			£.	s.	d.
1867 - -	48,674	295,622	3	5	1867 - -	48,621	295,153	4	3
1868 - -	53,003	294,022	6	6	1868 - -	52,995	294,181	15	3
1869 - -	56,740	318,046	14	10	1869 - -	56,707	318,860	2	11
1870 - -	58,039	312,482	6	3	1870 - -	57,947	311,587	8	8
1871 - -	60,632	338,630	18	8	1871 - -	60,289	337,568	14	6
1872 - -	59,350	323,009	16	2	1872 - -	59,201	322,595	13	4
1873 - -	59,816	355,747	14	–	1873 - -	59,717	355,467	11	4
1874 - -	60,808	371,367	2	1	1874 - -	60,568	372,064	8	10
1875 - -	62,006	388,646	15	10	1875 - -	61,759	387,525	9	9
1876 - -	64,650	415,071	16	2	1876 - -	64,324	415,439	15	3
1877 - -	67,489	411,047	15	–	1877 - -	67,363	408,643	17	7
1878 - -	71,120	421,068	12	2	1878 - -	71,072	420,749	9	9
1879 - -	70,802	428,510	5	–	1879 - -	72,284	430,606	12	7
1880 - -	68,159	381,910	15	5	1880 - -	68,130	381,630	8	9
1881–82* -	94,513	475,360	3	3	1881–82* -	94,450	474,710	19	8
1882–83 - -	85,318	437,622	5	3	1882–83 -	85,298	436,727	7	10
1883–84 - -	85,098	461,797	8	9	1883–84 -	84,993	461,528	2	7
1884–85 - -	86,327	447,674	12	11	1884–85 -	86,278	447,837	19	10
1885–86 - -	86,469	436,927	10	5	1885–86 -	86,456	436,080	2	6
1886–87 - -	86,148	425,140	10	8	1886–87 -	86,202	425,244	1	10
1887–88 - -	86,180	413,066	4	2	1887–88 -	86,112	413,227	4	8
1888–89 - -	87,324	416,166	13	5	1888–89 -	87,369	417,019	15	10
1889–90 - -	87,839	456,092	17	7	1889–90 -	87,708	454,358	12	–
1890–91 - -	81,861	460,892	13	5	1890–91 -	82,095	461,083	–	7
1891–92 - -	80,573	481,967	1	11	1891–92 -	80,750	483,130	7	4
1892–93 - -	74,998	428,024	15	4	1892–93 -	74,876	426,887	3	2

Note.—Years ended 31st December up to and inclusive of the Year 1880; Years ended 31st of March after that date.

* Includes Five Quarters.

TABLE, No. 34.

Transmission of Seamen's Wages.

RECEIPTS and Payments in connection with the Transmission of Seamen's Wages, from 1st February 1878 to 31st March 1893.

	Receipts.			Payments.		
	£.	s.	d.	£.	s.	d.
1878 (11 months) - - -	22,225	1	5	21,926	–	8
1879 - - - - -	27,967	4	–	27,326	19	5
1880 - - - - -	62,978	5	6	62,813	15	9
1881–82 * - - - - -	148,758	6	3	147,941	17	–
1882–83 - - - - -	159,104	16	5	158,779	18	8
1883–84 - - - - -	187,808	8	–	187,703	19	1
1884–85 - - - - -	169,282	11	6	168,317	16	4
1885–86 - - - - -	189,593	14	2	190,628	18	9
1886–87 - - - - -	177,071	17	2	176,431	18	3
1887–88 - - - - -	175,705	16	5	176,178	1	3
1888–89 - - - - -	176,297	16	8	176,405	5	3
1889–90 - - - - -	212,815	1	3	211,934	5	–
1890–91 - - - - -	221,774	17	5	221,187	12	5
1891–92 - - - - -	219,905	8	5	220,346	16	3
1892–93 - - - - -	189,333	5	9	189,196	5	3

Note.– Years ended 31st December up to and inclusive of 1880; Years ended 31st March after that date.

* Includes Five Quarters.

TABLES

SHOWING

THE PROGRESS

OF

BRITISH MERCHANT SHIPPING

IN 1893.

(*Mr. Burt.*)

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Board of Trade,
12 March 1894.

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(*PRESENTED PURSUANT TO ACT* 25 & 26 *VICT. c.* 63, *s.* 43.)

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COPIES of Reports to the Board of Trade by the Trinity House of Deptford Strond, of their Inspection of Local

No. 1. - - - - - - - -

(H. 316.)

RETURN of Inspection of Local Lights, &c., by Corporation of

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Lantern.	Source of Light.	
			Character.	System.		Ventilation and Cleanliness.		
					Feet.			
NEW QUAY:								
On Pier Head - - -		Harbour Commissioners.	White and red, fixed.	—	40	—	Oil -	1
ABERYSTWITH:								
1 on Pier Head - - -		Corporation - -	White and red, fixed.	Reflectors	28	—	Oil -	2
2 N.N.W., S.S.E. - -		- - ditto - -	Red, fixed -	- ditto -	10 lower, 18 upper.	—	Oil -	3
ABERDOVEY:								
1 on Dovey Head - -		Cambrian Railway Company.	White, flashing	—	117	—	Oil -	4
1 Outer end of Pier -		- - ditto - -	White and red	—	–	—	–	5
Leading Lights - -		- - ditto - -	White - -	—	–	—	–	6
BARMOUTH:								
2 in one to run over the Bar		Harbour Board -	White, fixed -	Reflectors	16	—	–	7
PORT MADOC - - -		Harbour Board -	—	—	–	—	–	8
CONWAY:								
Beacon, North Conway -		Corporation - -	—	—	–	—	–	9
CARNARVON:								
Llanddyn Island, from large Tower on Point.		Harbour Trustees -	Red, fixed -	Dioptric	50	—	Oil -	10
Pier Head - - -		- - ditto - -	Red, fixed -	Catoptric	18	—	Gas -	11
Pile, Pier Head, and Low Water Landing.		- - ditto - -	Green, fixed -	- ditto -	18	—	Gas -	12
HOLYHEAD:								
1 on Wooden Jetty - -		Board of Trade -	White, fixed -	Dioptric	24	Very good	Gas -	13
1 on Old Pier - - -		- - ditto - -	Red, fixed -	Ordinary jet.	22	—	Gas	14
Inner Harbour, south side		London and North Western Railway Company.	Green, fixed -	- ditto -	13	—	Gas -	15
Inner Harbour, north side		- - ditto - -	Red, fixed -	- ditto -	16	—	Gas -	16
AMLWCH:								
1 on North Pier - -		Harbour Trustees -	White, fixed -	Catoptric	23	Not very clean.	Gas -	17

the COMMISSIONERS of NORTHERN LIGHTHOUSES, and the COMMISSIONERS of IRISH LIGHTS, LIGHTHOUSES, BUOYS, and BEACONS.

No. 1.

TRINITY HOUSE, in 1893, pursuant to the 43rd Section of the Act 25 & 26 Vict. c. 63.

	Adjustment and Condition of Lamps and Apparatus.	General Condition of Establishment, and if sufficient for the Purpose or otherwise.	Condition and Efficiency of		Buoys.			RECOMMENDATIONS.
			Fog Signals.	Tide Signals.	Number of Wood or Iron.	Colour, Shape, Condition, &c.	If in best Positions.	
1	—	Only lit in winter; did not visit.	—	—	1	Can, red -	—	None.
2	—	Sufficient - -	Fog horn -	Black ball, red flags, white boards, bright light.	—	—	-	
3	—	——	—	—	—	—	—	
4	—	Has not been lit since 1888.	—	—	—	—	—	Letter to Hydrographer, 7 November 1893.
5	—	——	—	—	—	—	—	
6	—	——	—	—	—	—	—	
7	—	Could not visit -	—	—	3	Black, red can.	—	
8	—	——	—	—	7	2 black, conical. 1 red with a flagstaff. 1 red cask. 2 black cask. 1 black and white conical.	—	Harbour Board should be written to, to adopt uniform system; there seems to be none as regards shape. Letter to Harbour Board, January 1894.
9	—	Sufficient - -	—	—	1 beacon -	Black pole with cask, and backing with cone on top.	—	
10	—	Sufficient - -	—	Ball, black	22	1 black pillar 2 black can. 6 black nun. 1 black and white can. 1 yellow can. 4 green nun. 7 red, conical.	—	The uniform system should be adhered to, but surveyor has promised that it shall be done. Await communication from him.
11	—	——	—	—	—	—	—	
12	—	——	—	—	—	—	—	
13	—	Sufficient - -	—	—	—	—	—	
14	—	——	—	—	—	—	—	
15	—	——	—	—	—	—	—	
16	—	——	—	—	—	—	—	
17	—	Sufficient - -	—	—	—	—	—	

No. 1.—Return of Inspection of Local Lights, &c., by Corporation of Trinity House,

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Lantern.	Source of Light.	
			Character.	System.		Ventilation and Cleanliness.		
PENRHYN:					*Feet.*			
East Pier Head		Lord Penrhyn	Green, fixed	—	–	—	Gas	1
West Pier Head		ditto	Red, fixed	—	–	—	Gas	2
BEAUMARIS:								
1 on the Pier		Town Council	Red, fixed	—	18	—	Gas	3
LLANDUDNO:								
At Pier end		Pier Company	Green, fixed	Dioptric	about 30	—	Oil	4
Near entrance to Pier		ditto	ditto	—	–	—	Electricity.	5
RHYL:								
On Pier Head		Pier Company	White, fixed	—	about 20	—	Gas	6
BIRKENHEAD:								
On Landing Stage at New Ferry.		Lessee, New Ferry Pier.	White, fixed	Dioptric	25	—	Gas	7
RIVER MERSEY:								
Point Lynas		Mersey Docks and Harbour Board.	White, occulting.	Dioptric	128	—	Oil	8
Ormes Head		ditto	White, fixed	ditto	325	—	Oil	9
Lower Hoy Lake		ditto	ditto	ditto	31	—	Oil	10
2 between Hoylake and Leasowe.		ditto	Red, fixed	ditto	Lower 30 upper 60	—	Oil	11
Leasowe		ditto	White, fixed	Catoptric	94	—	Oil	12
Bidston		ditto	ditto	Dioptric	225	—	Oil	13
Rock		ditto	White, revolving.	ditto	77	—	Oil	14
North Wall		ditto	White, fixed	ditto	70	—	Oil	15
Crosby		ditto	ditto	Catoptric	95	—	Oil	16
N.W. Light Ship		ditto	White, revolving.	ditto	30	—	Oil	17
Bar Light Ship		ditto	White, flashing	ditto	30	—	Oil	18
Formby Light Ship		ditto	Red, revolving	ditto	30	—	Oil	19
Crosby Light Ship		ditto	White, flashing	ditto	27	—	Oil	20
Upper Mersey Light Ship		ditto	White, fixed	ditto	25	—	Oil	21
SOUTHPORT:								
At end of Pier		Pier Company	White, fixed (buoys).	Dioptric	20	—	Gas	22
		Corporation of Southport.	—	—	–	—	–	23

in 1893, pursuant to the 43rd Section of the Act 25 & 26 Vict. c. 63—*continued.*

	Adjustment and Condition of Lamps and Apparatus.	General Condition of Establishment, and if sufficient for the Purpose or otherwise.	Condition and Efficiency of		Buoys.			Recommendations.
			Fog Signals.	Tide Signals.	Number of Wood or Iron.	Colour, Shape, Condition, &c.	If in best Positions.	
1	—	?	These lights do not exist; there are two poles, but no lantern. Inquiries should be made.		There is a conical buoy off end of Pier which should be can.			Letter, 7th November 1893.
2	—	——						
3	—	Sufficient - -	—	—	15	5 red, conical. 1 white and red, triangular. 8 black, nun. 1 black and white, can.	–	Authorities to be informed that their buoyage is not in accordance with the uniform system, and that when buoys are moved to any great extent, notice should be given. Letter, 7th November 1893.
4	—	Sufficient - -	—	—	—	—	–	
5	—	——	—	—	—	—	–	
6	—	Could not visit -	—	—	—	—	–	
7	—	Sufficient - -	—	—	2	Red cans -	–	
8	—	Everything in most efficient order and condition.	—	—	84	36 black, can. 39 red, conical. 3 black and white, spherical. 1 black and white, cheese top. 2 black pillars. 1 red bell. 1 black bell. 1 red and white can.	–	None.
9	—	——	—	—	—	—	–	
10	—	——	—	—	—	—	–	
11	—	——	—	—	—	—	–	
12	—	——	—	—	—	—	–	
13	—	——	—	—	—	—	–	
14	—	——	—	—	—	—	–	
15	—	——	—	—	—	—	–	
16	—	——	—	—	—	—	–	
17	—	——	—	—	—	—	–	
18	—	——	—	—	—	—	–	
19	—	——	—	—	—	—	–	
20	—	——	—	—	—	—	–	
21	—	——	—	—	—	—	–	
22	—	Could not visit -	—	—	—	—	–	
23	—	——	—	—	11	6 black, conical 5 red, can.	–	

No. 2—Return of Inspection of Local Lights, &c., by Corporation of Trnity House,

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Lantern.	Source of Light.	
			Character.	System.		Ventilation and Cleanliness.		
					Feet.			
River Ribble and St. Anne's-on-Sea:								
1 at each end of Landing Stage (to be discontinued).		Corporation - -	Red, fixed -	Dioptric -	20′ 10″	—	Gas -	1
Ribble - - - -		- - ditto - -	White, flashing	- ditto -	66′ 8″	—	Gas -	2
Lytham Pier - - -		- - ditto - -	Red, fixed -	—	27	—	Gas -	3
2 at west end of Training Wall.		- - ditto - -	1 red, 1 white -	—	–	—	—	4
1 at west end of South Training Wall.		- - ditto - -	—	—	–	—	—	5
2 red lights on north side of Channel.		- - ditto - -	—	—	–	—	—	6
Blackpool:								
1 end of Pier - - -		Pier Company -	Green, fixed -	—	20	—	Gas -	7
South Pier - - -		Jetty Company -	Red, fixed -	—	–	—	Oil -	8
Wyre River and Fleetwood:								
1 foot of Wyre - -		Lancashire and Yorkshire, and London and North Western Railway Companies.	White, occulting	Dioptric -	25	—	Oil -	9
Fleetwood leading lights -		- - ditto - -	White, fixed -	Catoptric { 1-100 1-40 }		—	Gas -	10
Walney Island, Walney, and Lune River:								
Walney Island - -		Commissioners and Trustees of Port of Lancaster.	White, revolving	Catoptric -	70	—	Oil -	11
Hawse Point Island -		- - ditto - -	Red, fixed -	- ditto -	40	—	Oil -	12
River Lune, Cockers, and Abbey High Lights.		- - ditto - -	White, fixed -	- ditto -	54	—	Oil -	13
Lower Light, Plover Scar		- - ditto - -	- ditto - -	- ditto -	20	—	Oil -	14
Glasson Dock - - -		- - ditto - -	- ditto - -	- ditto -	–	—	—	15
Morecambe:								
1 Lightship - - -		Midland Railway Company.	Red, fixed -	Catoptric -	30	—	Oil -	16
1 Lighthouse - - -		- - ditto - -	White, fixed -	- ditto -	38	—	Gas -	17
2 Red Lights, $\frac{1}{3}$ up Pier -		- - ditto - -	Red, fixed -	- ditto -	21, 28	—	Gas -	18
Outer end of Promenade -		- - ditto - -	Red and blue, fixed.	- ditto -	–	—	Gas -	19
Barrow:								
1 and 2 Leading Lights -		Furness Railway Company.	White, fixed -	Dioptric -	20, 38	—	Gas -	20
3 and 4 Leading Lights -		- - ditto - -	- ditto - -	- ditto -	20, 46	—	Gas -	21
5 and 6 Leading Lights -		- - ditto - -	- ditto - -	- ditto -	20, 61	—	—	22
Peel Pier Light - -		- - ditto - -	Red, fixed -	- ditto -	–	—	—	23
Elbow Light - - -		- - ditto - -	White, fixed -	- ditto -	26	—	Oil -	24

in 1893, pursuant to the 43rd Section of the Act 25 & 26 Vict. c. 63—*continued*.

	Adjustment and Condition of Lamps and Apparatus.	General Condition of Establishment, and if sufficient for the Purpose or otherwise.	Condition and Efficiency of		Buoys.			Recommendations.
			Fog Signals.	Tide Signals.	Number of Wood or Iron.	Colour, Shape, Condition, &c.	If in best Positions.	
1	—	Sufficient	—	—	4 gas buoys.	—	—	
2	—	——	—	—	23	5 black, conical. 4 red, can. 7 red, 7 black.	—	Various recommendations (*see* report), but await communication from engineer.
3	—	——	—	—	—	—	—	
4	—	——	—	—	—	—	—	
5	—	——	—	—	—	—	—	
6	—	——	—	—	—	—	—	
7	—	Sufficient	Fog-horn, rockets. (Only used for Company's own boats.)	Flag	—	—	—	None.
8	—	——			—	—	—	None.
9	—	Sufficient, and in excellent order.	Fog bell	Ball	18	2 red square cages. 4 red, conical. 7 black, can. 2 black, 3 red.	—	None.
10	—	——	—	—	—	—	—	
11	—	Sufficient	—	—	6	1 black, nun. 4 black, pear. 1 black, can.	—	
12	—	ditto	—	—	—	—	—	
13	—	ditto	—	—	—	—	—	
14	—	Did not visit	—	—	—	—	—	
15	—	ditto.	—	—	—	—	—	
16	—	Sufficient for purpose	Bell is rung	—	9	5 red, conical. 3 black, can. 1 black, barrel.	—	That Hydrographer be informed that considerable discrepancy exists between position of the light vessel, and many of the buoys and the chartered position; for particulars *see* Report. Letter sent to Midland Railway Company, 7th November 1893.
17	—	——	—	—	—	—	—	
18	—	——	—	—	—	—	—	
19	—	——	—	—	—	—	—	
20	—	Sufficient and will keep.	—	—	3 and others.	1 black, nun. 1 black, can. 1 red, nun.	—	Helpsford Buoy, now a conical, with staff and cage, should be made a can buoy. Letter, 4th November 1893.
21	—	——	—	—	—	—	—	
22	—	——	—	—	—	—	—	Hydrographer should be informed that the gas buoy off Roe Island does not exist; there is a fixed red light on a post off the Pier end. Letter sent 20th November 1893.
23	—	——	—	—	—	—	—	
24	—	——	—	—	—	—	—	

No. 1.—RETURN of Inspection of Local Lights, &c., by Corporation of Trinity House,

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Lantern.	Source of Light.	
			Character.	System.		Ventilation and Cleanliness.		
WHITEHAVEN:					*Feet.*			
West Pier Head		Town and Harbour Trustees.	White, revolving.	Catoptric	52	—	Oil	1
North Pier Head		ditto	Green, fixed	ditto	52	—	Gas	2
Old Quay		ditto	Red, fixed	—	40	—	Gas	3
Old Quay		ditto	ditto	—	25	—	Gas	4
HARRINGTON:								
On Pier		Harbour Board	White, fixed	—	36	—	Gas	5
On new timber Jetty		ditto	Red and white, fixed.	Catoptric	30	—	Gas	6
3 on inner Pier Head		ditto	Green, and 2 red, fixed.	—	–	—	2 Gas 1 Oil	7
On elbow of wooden Jetty		ditto	Red, fixed	—	–	—	Oil	8
WORKINGTON:								
John Pier		Harbour Trustees	Red, fixed	—	45	—	Gas	9
Wood Pier		ditto	ditto	—	23	—	Gas	10
North Jetty		ditto	Green, fixed	—	23	—	Gas	11
North Bank		ditto	ditto	—	40	—	Gas	12
Old Quay		ditto	Red, fixed	—	24	—	Gas	13
Wooden Jetty		ditto	Green, fixed	—	25	—	Gas	14
MARYPORT:								
Outer end of Pier		Harbour Trustees	White, fixed	—	31·85	—	Gas	15
Outer end of North Pier		ditto	Red, fixed	—	32·14	—	Gas	16
Inner end of South Pier		ditto	White, fixed	Dioptric	51·45	—	Gas	17
Inner end of South Pier		ditto	Red, fixed	—	41·12	—	Gas	18
Jetty South Side		ditto	Green, fixed	—	28	—	Gas	19
North Tongue		ditto	Red, fixed	—	27	—	Gas	20
SKINBURNESS, &c.:								
Silloth Pier		North British Railway Company.	White, fixed	—	33	—	Oil	21
Lee Scar		ditto	ditto	Catoptric	25	—	Oil	22
Skinburness		ditto	Red, fixed	ditto	40	—	Oil	23
Solway Light Ship		ditto	ditto	ditto	25	—	Oil	24

Trinity House, London, E.C., 10 January 1894.

in 1893, pursuant to the 43rd Section of the Act 25 & 26 Vict. c. 63—*continued.*

	Adjustment and Condition of Lamps and Apparatus.	General Condition of Establishment, and if sufficient for the Purpose or otherwise.	Condition and Efficiency of		Buoys.			Recommendations.
			Fog Signals.	Tide Signals.	Number of Wood or Iron.	Colour, Shape, Condition, &c.	If in best Positions.	
1	—	Fairly good and sufficient.	Fog horn -	Red flag -	—	—	-	None.
2	—	Very badly kept, reported on four years ago, and no improvement.	—	—	—	—	-	That paint and whitewash should be scraped off reflectors, and that they should be polished. Letter, 7th November 1893.
3	—	- - ditto - -	—	—	—	—	-	
4	—	- - ditto - -	—	—	—	—	-	
5	—	Sufficient - -	—	Drum hoisted.	—	—	-	
6	—	Viewed from sea -	—	Red flag on pole.	—	—	-	
7	—	——	—	—	—	—	-	
8	—	——	—	—	—	—	-	
9	—	Viewed from sea -	—	—	—	—	-	
10	—	- - ditto - -	—	1 Red ball	2	2 red square	-	
11	—	——	—	—	—	—	-	
12	—	——	—	—	—	—	-	
13	—	——	—	—	—	—	-	
14	—	——	—	—	—	—	-	
15	—	Good order and sufficient for the purpose.	—	—	—	—	-	
16	—	——	—	—	—	—	-	
17	—	——	—	—	—	—	-	
18	—	——	—	—	—	—	-	
19	—	——	—	—	—	—	-	
20	—	——	—	—	—	—	-	
21	—	Sufficient, but capable of improvement as recommended.	Fog bells -	Red ball -	17	5 black, can, 5 red nun, 6 black nun, 1 black pillar.	-	Skinburness or Cote, as it is called, would be much better on the Pier; it is 1½ miles from the other light, and is not well kept.
22	—	——	—	—	—	—	-	
23	—	——	—	—	—	—	-	As to buoys: fairway should be larger. S. 1, not well placed. Letter, 7th November 1893.
24	—	——	—	—	—	—	-	

(signed) *Charles A. Kent,*
Secretary.

— No. 2. —

(H. 1220.)

REPORT by the COMMISSIONERS of NORTHERN LIGHTHOUSES on Inspection of LOCAL LIGHTS in 1893.

Northern Lighthouse Board,
84, George-street, Edinburgh,
7 February 1894.

Sir,

I AM directed by the Commissioners of Northern Lighthouses to transmit, for the information of the Board of Trade, copy of a Report by the Commissioners' Engineer, dated 29th ultimo, on his inspection of Harbour Lights in Scotland, during 1893, under the "Merchant Shipping Act Amendment Act, 1862," 25 & 26 Vict. c. 63, s. 43, ss. 4. Excerpts from the Report have been sent to the various Harbour Authorities.

I am, &c.
(signed) *James Murdoch*,
Secretary.

The Assistant Secretary,
Harbour Department, Board of Trade,
London.

REPORT of Inspection of HARBOUR and LOCAL LIGHTS.

I BEG to report the result of the Inspections of Harbour and Local Lights made druing the year 1893 :—

Ayr Harbour.—These lights were found to be in good order and well kept, with the exception that one of the red panes of the lantern of the light at the entrance was badly cracked, and that the burner in the north light required renewal. The harbour master undertook to get these defects at once remedied.

Millport.—The lights here are only used during winter for a short time, and when steamers are expected; they were not in use at the time of the inspection, and were in a dirty state.

Girvan.—This light was in good order, except that the red glass shade was found to be badly chipped, but it has since been replaced.

North Queensferry.—These lights are seldom used, the traffic being now almost entirely conducted by the Forth Bridge. The apparatus and lamps were in a dirty condition.

Inverkeithing.—The lights here were found to be fairly well kept. The red pane of one of the lights was badly cracked, and the harbour master promised to have it renewed.

Boness.—The lights were found to be not so well kept as they should be, and the burners were not in good order, but have, since the inspection, been put right.

Kennetpans.—The lamp was found to be clean and in good working order, but the bull's-eyes were dirty. This light is, however, only lighted when a vessel is expected.

Eyemouth.—The lights at this harbour were found to be badly kept, and in need of repair. Since the date of the inspection these defects have been remedied.

Dunbar.—Victoria Key Light was found to be burning properly, but the red glass pane was cracked, and the silvered glass reflector was also badly cracked, and the silvering was off at some places. The Harbour Authorities promised to make good these defects. The Battery Pier Light was in good order, and cleanly kept.

Goldingham.—New lanterns have been provided for this fishing harbour, but they had not been erected at the date of inspection.

Dundee

Dundee Harbour.—These lights were again found in an unsatisfactory state; and, on my making a strong representation on the subject, the Harbour Trustees resolved to improve the lights, and these improvements are in course of being carried out.

Burntisland.—The ferry and new pier lights at Burntisland were found to be badly kept; the burners and apparatus were not properly attended to. On these defects being pointed out, the station master, in whose charge they are, undertook that they would be better cared for in future.

Methil Harbour.—The pier head light, which is lighted by electricity, was found not to be acting properly, the incandescent lamp not being in the focus of the lens and mirror; and the apparent light was very badly kept. The best method of improving these lights was pointed out to the harbour master, who undertook to see the improvements carried out.

Montrose.—The lights were found to be cleanly kept, but the burners required to be repaired, and this has since been done.

Gourdon.—The lamp fountains were found to be of glass fixed in pieces of timber. It was pointed out to the Harbour Authorities that metal fountains should be provided, and the lights improved by having proper mirrors fitted up.

Johnshaven.—The lights were in good order and well kept. The fishermen complained that owing to the town lights not being masked to seawards they had difficulty in picking up the harbour light. I suggested that this difficulty might be easily overcome by glazing the town lamps on the seaward side with green glass, and this proposal has been given effect to.

The following lights were found in good order, viz:—

Burnmouth, Grangemouth, Alloa, Clackmannan, Railway Bridge across the Forth at South Alloa, St. David's, Kirkcaldy, Dysart, Buckhaven, West Wemyss, Elie, Pittenweem, St. Monance, Crail, St. Andrew's, Abertay Lightship, Cellardyke, Buddouness Lighthouses, Tayport Lights, Newport, Broughty Ferry, Tay Railway Bridge, Stonehaven, Banff, Whitehalls, Kirkwall, Stranraer, Troon, Irvine, Keppel Pier, Largs, Oban, Portree, Dunollie, Broadford and Uig.

(signed) *D. A. Stevenson.*

Edinburgh, 29 January 1894.

— No 3. —

(H. 866o.)

REPORT by Commissioners of Irish Lights on Inspection of Local Lights, &c., in 1893.

Irish Lights Office, Dublin,
25 November 1893.

Sir,

I am directed by the Commissioners of Irish Lights to forward herewith, for the information of the Board of Trade, copies of reports furnished by the Inspecting Committee of this Board, on the lights, buoys, and beacons under the jurisdiction of the Harbour Commissioners of Wexford, Waterford and of New Ross respectively, as inspected by that Committee recently.

I am, &c.
(signed) *Owen Armstrong,*
Secretary.

The Assistant Secretary,
Harbour Department, Board of Trade.

Reports of Local Inspections.

Wexford Harbour, Tuesday, 31st October 1893.—At 7.30 a.m. on the above date, the following members of the Inspecting Committee went on board the Wexford Harbour Commissioners' Steamer, viz.: Mr. Watson, Captain Riall, R.N., and Mr. G. B. Thompson, and inspected the buoys, and beacons in the harbour, and on the Bar.

The Committee recommend that the buoys on the port side of the channel should be painted entirely red, instead of only red tipped, as at the present, and that the buoy on the heap of stones near the outer perch, be painted green.

The present Admiralty Chart does not seem to have all the buoys marked on it.

A chart should be sent to the Wexford Harbour Board, with a request that all may be marked on it.

(signed) *William Watson.*
A. G. Riall.
G. B. Thompson.

Waterford, Tuesday, 31st October 1893.—The committee found the buoys, beacons, lights, &c., under the jurisdiction of the Waterford Harbour Commissioners, in good order.

(signed) *William Watson.*
A. G. Riall.
G. B. Thompson.

New Ross, Tuesday, 31st October 1893.—On the return of the committee to Wexford they went by train to New Ross, and were there met by one of the Waterford Harbour Commissioners, their Engineer and Secretary, who took them in their steamer down to Passage and thence returning to Waterford.

The Committee found only two buoys in position on the Barrow, below New Ross, and recommend that the New Ross Harbour Commissioners be written to drawing their attention to the state of things, and that they be called on to replace the buoys in position.

(signed) *William Watson.*
A. G. Riall.
G. B. Thompson.

COPIES of Reports to the Board of Trade by the Trinity House of Deptford Strond, the Commissioners of Northern Lighthouses, and the Commissioners of Irish Lights, of their Inspection of Local Lighthouses, Buoys, and Beacons (in continuation of Parliamentary Paper, No. 128, of Session 1893).

(*Presented pursuant to Act* 25 *&* 26 *Vict. c.* 63, *s.* 43.)

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13 *March* 1894.

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COLOUR TESTS.

REPORT

BY

THE ASSISTANT SECRETARY OF THE MARINE DEPARTMENT TO THE SECRETARY OF THE BOARD OF TRADE

UPON THE

COLOUR TESTS

USED IN

THE EXAMINATION OF CANDIDATES

FOR

MASTERS' AND MATES' CERTIFICATES OF COMPETENCY AND OTHERS

IN THE

BRITISH MERCANTILE MARINE

(WITH APPENDIX.)

(*In continuation of Parliamentary Paper* [C.—7080.].)

Presented to both Houses of Parliament by Command of Her Majesty.

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Report on Examination in Colours for the 15 Months ended 31st August 1894.

To the Permanent Secretary, Board of Trade.

Sir,

Statistical Tables for the 15 months ended 31st August last relative to the examination in colours of candidates for masters' and mates' certificates of competency, and of other persons belonging to the mercantile marine, are herewith submitted in the usual form.

As will be seen from Table II., the number of persons who failed to pass the tests during the period under review was 81; 45 of these had applied for certificates of competency, and 36 for examination in colours only.

This Report is the last which will deal with the system of examination by means of coloured cards and glasses, as a new system of tests, based on the Report of the Committee of the Royal Society on Colour Vision (Parliamentary Paper, C–6688, 1892) was brought into operation on the first September last; it covers a period of 15 months, *i.e.*, from the date of the previous Report to the date of the introduction of the new system.

The new examination consists of three parts:—(*a*) The Form Vision Test, which is intended to ascertain whether a candidate has good or bad sight; (*b*) the Colour Vision Test, whether he can distinguish colours correctly; and (*c*) the Colour Ignorance Test, whether he can name colours correctly. For Form vision the candidate is examined by Snellen's letter test, or, if he cannot read, by the "Dot" test. In the former case the candidate is required to read letters of different sizes arranged in rows on a sheet placed at a distance of 16 feet from him. In the latter case the candidate is required to answer questions with regard to the number and position of dots arranged in different lines and groups on a sheet placed a distance of 8 feet.

The Colour Vision Test is conducted by means of Holmgren's wools. The candidate is required to select from a general heap of wools of different colours those skeins which in his opinion match with one or the other of three test skeins of the colours of (1) light green; (2) pink or light purple; and (3) red.

The object of the Colour Ignorance Test is to ascertain whether the candidate knows the proper names of colours, so as to ensure his being able to name correctly the red, green, and white lights. This test is introduced mainly to meet the case of foreign seamen serving in British ships.

Full details of the new method are given in the Parliamentary Paper already referred to.

I am, Sir,
Your obedient servant,
INGRAM B. WALKER.

Marine Department, Board of Trade,
December 1894.

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APPENDIX.

TABLE I.

LIST of CANDIDATES for CERTIFICATES of COMPETENCY as OFFICERS in the MERCANTILE MARINE, and others who have been reported to the Board of Trade as having *failed* to pass an Examination as to their ability to distinguish Colours between 1st June 1893 and 31st August 1894.

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
1	C. C. 25	-	Colour Test	10 years	West Hartlepool	1 June 1893	Described the green *card* as stone colour; drab card as green. Described the pink *glass* as green or yellow; the bottle green *glass* as red; the yellow as bottle-green; the blue as green.	
2	J. G. T. 21	-	Colour Test	6 years	West Hartlepool	1 June 1893	*Cards.*—Green as drab; drab as green. *Glasses.*—Bottle-green as "smoky white," or white; pale green as yellow; yellow as green; blue as green.	Previously failed in March 1893, subsequently failed in July 1893, and January 1894. *See* Nos. 8 and 47.
3	J. J. W. 23	-	2nd Mate	6½ years	Liverpool	2 June 1893	*Cards.*—Pink as green; drab as white. *Glasses.*—Pink as white; bottle-green as red; pale green as white; yellow as red; neutral as green.	
4	E. J. I. 29	-	Colour Test	10 years	London	17 June 1893	*Glasses.*—Pink as red or orange; bottle-green as red; Pale green as orange; yellow as red; neutral as green; blue as green.	Previously failed in 1884.
5	T. H.	Master	Colour Test	33 years	Belfast	19 June 1893	*Cards.*—Green as flesh colour or pink; drab as flesh colour or reddish. *Glasses.*—Bottle-green as red; yellow as red.	*See also* No. 6.
6	T. H.	Master	Colour Test	33 years	Liverpool	24 June 1893	*Cards.*—Black as brown or dark green; green as red; drab as green. *Glasses.*—Pink as red or yellow; bottle-green as red; pale green as red; yellow as red; blue as green.	

List of Candidates for Certificates, &c.—*continued.*

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
7	F. D. L. R. 19	- - -	Colour Test -	3½ years -	London - -	30 June 1893 -	*Cards.*—Pink as blue or mauve. *Glasses.*—Bottle-green as orange or red; yellow as red.	
8	J. G. T.	- - -	2nd Mate -	5 years -	West Hartlepool -	7 July 1893 -	*Cards.*—Green as drab; drab as green - *Glasses.*—Bottle-green as dirty white or red; pale green as yellow.	*See also* Nos. 2 and 47.
9	F. W. - 29	- - -	Colour Test -	12 years -	Liverpool - -	20 July 1893 -	*Cards.*—Pink as blue; green as cream colour; drab as green. *Glasses.*—Bottle-green as red; pale green as red; yellow as red; neutral as red.	
10	W. L. H. 22	- - -	2nd Mate -	5½ years -	Liverpool - -	28 July 1893 -	*Cards.*—White as green; black as green; red as green; green as white; drab as green. *Glasses.*—Red as green; pink as white; bottle-green as red; pale green as red; yellow as red.	
11	R. A. - 26	2nd Mate -	1st Mate -	5 years -	London - -	29 July 1893 -	*Glasses.*—Pink as orange or green; green as white; Bottle-green as pink or orange.	Passed in Feb. 1891; passed again in Feb. 1893; subsequently failed in March 1894; *see* No. 61.
12	J. M. - 20	- - -	2nd Mate -	4½ years -	Cork - -	31 July 1893 -	*Glasses.*—Green as red; bottle-green as red; pale green as red; neutral as red or green.	
13	N. F. E.	- - -	2nd Mate -	4¾ years -	Southampton -	2 August 1893 -	*Glasses.*—Pink as yellow or red; green as pink; bottle green as red; pale green as pink or yellow; yellow as red.	
14	P. W. J. 28	- - -	2nd Mate -	8 years -	London - -	5 August 1893 -	*Cards.*—Pink as green; green as pink; drab as red. *Glasses.*—Pink as orange; bottle-green as red.	

15	A. S. K.	- - -	2nd Mate -	4¾ years -	Dundee - -	12 August 1893 -	*Cards.*—Pink as green; green as pink; drab as pink or green. *Glasses.*—Pink as yellow; bottle-green as yellow or smoky.	Subsequently failed in November 1893. *See* No. 41A.
16	J. C. P - 21	- - -	2nd Mate -	4 years -	Hull - -	19 August 1893 -	*Glasses.*—Green as neutral, deep yellow, or smoky white; bottle green as red, smoky yellow, or deep yellow; pale green as neutral or white; neutral as yellow.	
17	A. H. -	2nd Mate -	1st Mate -	11 years -	Liverpool - -	1 September 1893 -	*Cards.*—Pink as blue; drab as green. *Glasses.*—Red as green; pink as blue; pale green as white; yellow as white; blue as white.	Previously passed in March 1891.
18	B. H. W 29	- - -	Colour Test -	5 years -	London - -	2 September 1893 -	*Glasses.*—Pink as red; bottle green as red; pale green as red; yellow as red; neutral as red; blue as green.	Failed subsequently; *see* Nos. 21 and 34.
19	A. J. L. - 31	Master - -	Colour Test -	11 years -	Cardiff - -	5 September 1893 -	*Cards.*—Green as drab; drab as green; *Glasses.*—Pink as yellow, red, or green; green as red; bottle-green as red; pale green as pink, yellow, or white; yellow as red; pale blue as white.	
20	F. W. S. 22	- - -	Colour Test -	4 years -	London - -	8 September 1893 -	*Cards.*—Green as drab or stone colour. *Glasses.*—Green as blue; bottle-green as red; pale green as white; yellow as red.	
21	B. H. W. 29	- - -	Colour Test -	5 years -	London - -	9 September 1893 -	*Glasses.*—Pink as green or red; bottle-green as red; yellow as red.	*See also* Nos. 18 and 34.
22	S. C. G. - 21	- - -	2nd Hand -	7 years -	Hull - - -	9 September 1893 -	*Glasses.*—Pink as amber; bottle-green as red; pale green as light red; yellow as light red.	
23	M. E. - 24	- - -	Colour Test -	6 years -	London - -	22 September 1893 -	*Cards.*—Red as brown, or salmon colour; pink as green or stone colour. *Glasses.*—Pink as yellow, or red; bottle-green as red; pale green as yellow, or white; yellow as white.	Failed subsequently; *see* Nos. 25 and 31.
24	J. H. - 38	1st Mate -	Master - -	23 years -	Hull - -	25 September 1893 -	*Glasses.*—Pink as amber; bottle-green as amber or red.	

List of Candidates for Certificates, &c.—*continued.*

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
25	M. E. - 24	- - -	Colour Test -	6 years -	London - -	29 September 1893 -	*Cards.*—Pink as green; green as stone colour; drab as green. *Glasses.*—Red as green; bottle-green as red.	*See also* Nos. 23 and 31.
26	W. T. D. 35	Extra Master -	Colour Test -	15 years -	London - -	4 October 1893 -	*Glasses.*—Pink as yellow; Green as purple or orange; bottle-green as purple or orange.	
27	J. D. - 21	- - -	Colour Test -	4 years, 5 months	London - -	6 October 1893 -	*Glasses.*—Green as blue; bottle-green as pink or blue; pale green as pink.	
28	T. G. C. 21	- - -	Colour Test -	6 years -	Liverpool - -	7 October 1893 -	*Glasses.*—Bottle-green as red; yellow as red, green or white; blue as green or red.	
29	M. O. J. 21	- - -	2nd Mate -	6 years -	Liverpool - -	7 October 1893 -	*Cards.*—Black as green; pink as blue or green, or red. *Glasses*—Bottle-green as red; yellow as red.	Failed again in April 1894; *see* No. 73.
30	I. S. R. - 22	- - -	2nd Mate -	4 years -	Newport - -	17 October 1893 -	*Cards.*—Pink as green; green as pink. *Glasses.*—Pink as light blue or green; green as drab or light red; bottle-green as drab, pink, red, or blue; pale green as pink, light blue, or red.	Failed again in January 1894; *see* No. 49. Specially examined in February 1894, and failed.
31	M. E. - 25	- - -	Colour Test -	6 years -	Liverpool - -	20 October 1893 -	*Cards.*—Red as green; pink as green; drab as green. *Glasses.*—Red as yellow or white; green as white; bottle-green as red or white; yellow as red or white; blue as white; pale blue as white.	*See also* Nos. 23 and 25.
32	C. R. B. 27	- - -	Colour Test -	4¼ years -	London -	27 October 1893 -	*Cards.*—Black as green or brown; red as green; green as buff or yellow; drab as green, pink, or buff. *Glasses.*—Pink as red or yellow; bottle-green as red; pale green as yellow.	Failed again in December 1893; *see* No. 44.

33	G. F. W. 19	Colour Test	4 years	London	28 October 1893	*Cards.*—Red as green; pink as blue; green as stone colour; drab as green. *Glasses.*—Bottle-green as red; pale green as orange; yellow as red; neutral as orange.	
34	B. H. W. 29	Colour Test	8 years	London	28 October 1893	*Glasses.*—Pink as yellow; bottle-green as red.	*See also* Nos. 18 and 21.
35	M. McL.	2nd Mate	4 years 7 months	Glasgow	30 October 1893	*Cards.*—Pink as red, blue, or drab. *Glasses.*—White as blue; pink as green; green as blue; bottle-green as amber or blue; yellow as green.	
36	M. R. 22	2nd Mate	5 years 2 months	Cardiff	31 October 1893	*Glasses.*—Pink as yellow; green as red; bottle-green as red; yellow as red.	Failed again in April 1894; *see* No. 78.
37	F. L. M. 21	Colour Test	3 years	London	3 November 1893	*Cards.*—Green as yellow; drab as green *Glasses.*—Red as yellow; bottle-green as yellow.	*See also* No. 41.
38	W. W. 21	Colour Test	4 years	London	3 November 1893	*Glasses.*—Green as drab or blue	Subsequently passed.
39	W. B. E.	Colour Test	6 years	Liverpool	3 November 1893	*Cards.*—White as pink; pink as green; green as pink. *Glasses.*—Pink as red; yellow as white.	
40	W. E. 23	2nd Mate	6 years	Liverpool	10 November 1893	*Cards.*—Pink as green; green as red. *Glasses.*—White as red; pink as white; green as white; bottle-green as red or white; pale green as white; yellow as white; neutral as white; pale blue as white.	
41	F. L. M.	Colour Test	3 years	London	10 November 1893	*Glasses.*—Green as blue, pink, or dirty white; bottle-green as yellow or orange; yellow as pink; blue as green.	*See* No. 37.
41A	A. S. K.	Colour Test	5 years	Dundee	18 November 1893	*Cards.*—Pink as green or drab; green as pink; drab as pink or no colour. *Glasses.*—Pink as yellow; bottle-green as neutral; pale green as yellow.	*See also* No. 15.

List of Candidates for Certificates, &c.—*continued.*

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
42	C. T. -	- - -	Colour Test -	6 years - -	Leith - -	22 November 1893 -	*Cards.*—Green as light red; drab as red or green. *Glasses.*—Red as green; bottle-green as red.	Previously failed in October 1892.
43	J. D. W. 26	2nd Mate -	1st Mate -	9 years - -	Hull - -	9 December 1893 -	*Glasses.*—Red as green; bottle-green as red	Passed previously in October 1891. Failed again in March 1894; *see* No. 64.
44	C. R. B. 27	- - -	Colour Test -	4 years - -	London - -	15 December 1893 -	*Glasses.*—Pink as red or yellow; bottle-green as red; pale green as orange; pale blue as green.	*See also* No. 32.
45	J. F. R.	- - -	2nd Mate -	4½ years -	Dundee - -	18 December 1893 -	*Cards.*—Pink as drab or green; green as drab; drab as green or pink. *Glasses.*—Bottle-green as red; pale green as red; yellow as red, neutral or green.	Failed again in April 1894; *see* No. 76.
46	I. T. L. - 25	- - -	2nd Hand -	7 years - -	South Shields -	2 January 1894 -	*Cards.*—Pink as no colour or drab; green as stone colour or drab; drab as green, pink, or stone colour. *Glasses.*—Pink as yellow or no colour; bottle-green as red; pale green as no colour or light red; yellow as red; neutral as green or no colour.	
47	J. G. T. - 21	- - -	Colour Test -	6 years - -	West Hartlepool -	4 January 1894 -	*Cards.*—Green as drab; drab as green - *Glasses.*—Bottle-green as smoky white; pale green as yellow; neutral as green; pale blue as green.	*See also* Nos. 2 and 8.
48	H. McM.	- - -	Mate -	4½ years -	Glasgow - -	15 January 1894 -	*Cards.*—Black as green; pink as light blue; green as grey; drab as green. *Glasses.*—Green as blue; bottle green as red; yellow as red; neutral as red.	

49	I. S. R. - 21	- - -	Colour Test -	5 years - -	Plymouth - -	20 January 1894 -	*Cards*—Drab as green - - - *Glasses.*—Bottle-green as neutral; yellow as green; pale blue as green.	Failed previously in October 1893; *see* No. 30. Specially examined in February 1894 and failed.
50	J. M. - 26	2nd Mate -	1st Mate -	7 years - -	Glasgow - -	29 January 1894 -	*Cards.*—Pink as drab; green as drab; drab as green. *Glasses.*—Pink as yellow or neutral; bottle-green as red or yellow; neutral as green.	Passed at Glasgow in July 1891. Failed again in April and May 1894; *see* Nos. 80 and 82.
51	J. L. E. -	1st Mate - -	Master - -	16 years - -	Hull - -	10 February 1894 -	*Glasses.*—Bottle-green as red; pale blue as green.	Passed in April 1892. Failed again in May 1894; *see* No. 87.
52	W. B. F.	1st Mate - -	Master - -	9 years - -	Hull - -	10 February 1894 -	*Cards.*—Red as green. *Glasses.*—Red as neutral or "smoky"; bottle-green as red, or dark yellow, or neutral; pale green as neutral; neutral as dark green; pale blue as green.	Passed in August 1892. Failed again in May 1894; *see* No. 84. Specially examined in July 1894, and failed.
53	H. B. -	- - -	2nd Mate -	14 years - -	Hull - - -	12 February 1894 -	*Cards.*—Black as dark green; red as brown; pink as purple; green as cream colour; drab as green. *Glasses.*—Bottle-green as red or smoky; pale green as yellow; yellow as red; pale blue as green.	
53A	E. T. H.	- - -	Colour Test -	- - -	Cardiff - -	20 February 1894 -	*Glasses.*—Pink as yellow; pale green as white; yellow as pink.	
54	A. E. S. - 20	- - -	2nd Mate - -	4 years - -	London - -	23 February 1894 -	*Glasses.*—Green as blue; bottle-green as red; pale blue as green.	
55	C. C. - 26	2nd Hand -	Skipper - -	12 years - -	Hull - -	24 February 1894 -	*Glasses.*—Green as neutral; bottle-green as red or amber; pale green as amber.	
56	W. H. S.	Mate - -	Master - -	12 years - -	Liverpool - -	24 February 1894 -	*Cards.*—Pink as green or blue; green as white, or blue, or pink. *Glasses.*—Pink as white, yellow, or red; green as white; bottle-green as red or white; pale green as yellow or white; yellow as white; neutral as green; blue as green; pale blue as white.	Passed in July 1887.

List of Candidates for Certificates, &c.—*continued*

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
57	C. S. 19	- - -	2nd Mate - -	4 years - -	Hull - -	24 February 1894 -	*Cards.*—Green as grey ; drab as green. *Glasses.*—Pink as red; green as red; bottle green as red; pale green as red; yellow as red : pale blue as white.	
58	T. A. H.	- - -	2nd Mate - -	4 years - -	Leith - -	26 February 1894 -	*Glasses.*—Pink as red or bottle-green; green as purple or mauve; bottle-green as red; yellow as red.	
59	R. B. -	- - -	Colour test -	40 years - -	Leith - -	26 February 1894 -	*Cards.*—Pink as white, green, or drab; green as salmon, or stone, or pink. *Glasses.*—Green as red; bottle-green as red; yellow as green or red.	
60	H. R. - 45	1st Mate - -	Colour Test -	26 years - -	Cardiff - -	5 March 1894 - -	*Cards.*—Pink as green - - - *Glasses.*—Pink as green or brown; green as red; bottle-green as red or blue; pale green as white, pink, neutral, drab, or yellow; yellow as red; neutral as reddish or light yellow; pale blue as white or light red or pink.	Passed at Glasgow in January 1880. Failed at Glasgow in 1885.
61	R. A. - 26	2nd Mate - -	Colour Test -	7 years - -	Aberdeen - -	5 March 1894 - -	*Glasses.*—Green as neutral; bottle-green as yellow; red as yellow.	*See also* No. 11.
62	G. B. - 29	2nd Hand - -	Skipper - -	15 years - -	Grimsby - -	6 March 1894 - -	*Cards.*—Drab as green - - - *Glasses.*—Bottle-green as red; yellow as red.	Passed at Grimsby in August 1888.
63	T. B. - 21	- - -	2nd Mate -	4½ years - -	Liverpool - -	9 March 1894 - -	*Cards.*—Pink as green; green as pink. *Glasses.*—Bottle-green as red; pale green as red.	
64	J. D.W. - 26	1st Mate - -	Colour Test -	9 years - -	Hull - -	10 March 1894 -	*Glasses.*—Bottle-green as dirty or red -	*See also* No. 43.
65	R. L. H. 22	- - -	Colour Test -	6¾ years - -	Belfast - -	10 March 1894 -	*Glasses.*—White as green; bottle-green as red or yellow; neutral as green; pale green as yellow.	Failed at Liverpool in May 1891.

66	W. G. A. 22	2nd Mate	4 years	Liverpool	16 March 1894	*Cards.*—Green as pink; drab as light brown. *Glasses.*—Bottle-green as red; pale green as white.	
67	H. H. A. 21	Colour Test	3½ years	London	16 March 1894	*Glasses.*—Red as orange; pink as green; bottle-green as orange, or yellow, or red; pale green as salmon, orange, or neutral.	*See also* No. 71.
68	H. G. 15	Colour Test	Nil.	London	16 March 1894	*Glasses.*—Green as grey or blue; bottle green as red; pale green as salmon or grey; yellow as red.	
69	J. C. 29	Colour Test	16 years	Tilbury	19 March 1894	*Glasses.*—Pink as yellow, brown, pale green, or orange; green as pink or "between red and green"; bottle-green as red; pale green as red; yellow as white.	
70	J. D. 20	2nd Mate	4½ years	London	22 March 1894	*Glasses.*—Bottle-green as red.	
71	H. H. A. 21	Colour Test	3¾ years	London	30 March 1894	*Glasses.*—Pink as green or orange; bottle-green as pink, orange, or yellow; pale green as pink or salmon; neutral as pink; pale blue as green.	*See also* No. 67.
72	A. W. W.	2nd Mate	4 years	Glasgow	2 April 1894	*Glasses.*—Pink as red or green; bottle-green as red or yellow; pale green as "dirty white," or yellow; yellow as light red.	
73	M. O. J. 22	Colour Test	5 years	Liverpool	6 April 1894	*Cards.*—Black as red; red as green; pink as blue or red. *Glasses.*—White as yellow; pink as yellow; bottle-green as red; pale green as red; yellow as red; neutral as green or red.	*See also* No. 29.
74	D. McM.	Mate	5 years	Greenock	9 April 1894	*Cards.*—Pink as green or neutral; green as pink. *Glasses.*—Pink as green or dirty white; bottle-green as red, or yellow, or grass green; pale green as yellow; yellow as red.	

List of Candidates for Certificates, &c.—*continued.*

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examiniation.	Date of Report.	Nature of Errors as to Colours.	Remarks.
75	H. H. T. 15	- - -	Colour Test -	Nil - -	London - -	12 April 1894 -	*Glasses.*—Red as yellow; green as blue; bottle-green as yellow or orange; pale green as yellow; yellow as red.	Failed again in June 1894; *see* No. 92.
76	J. F. R. - 19	- - -	2nd Mate - -	4 years - -	Dundee - -	16 April 1894 -	*Glasses.*—Pink as green; green as pink; bottle-green as red; pale green as yellow.	*See also* No. 45.
77	G. G. H. 20	- - -	2nd Mate - -	4 years - -	Newport - -	16 April 1894 -	*Glasses.*—Pink as yellow or light blue; green as blue or yellow; bottle-green as yellow or blue; pale green as yellow or pink; yellow as red.	
78	M. R. -	- - -	Colour Test -	5 years - -	Cardiff - -	17 April 1894 - -	*Cards.*—Red as black; pink as blue; green as yellow; drab as yellow. *Glasses.*—White as red; green as red; bottle-green as yellow; pale green as red; neutral as red.	*See also* No. 36.
79	D. C. - 32	Mate - -	Master - -	10½ years -	Glasgow - -	19 April 1894 -	*Cards.*—Black as green or drab; drab as green. *Glasses.*—Pink as yellow or green; bottle-green as red, or white, or yellow; yellow as white or green.	Passed at Glasgow in June 1888.
80	J. M. -	2nd Mate -	Colour Test -	7 years - -	Glasgow - -	30 April 1894 - -	*Cards.*—Black as red; red as black. *Glasses.*—Bottle-green as red.	*See also* Nos. 50 and 82
81	H. P. - 19	- - -	Colour Test -	3 years - -	Liverpool - -	4 May 1894 - -	*Cards.*—White as green or yellow; black as brown; pink as yellow; green as white, yellow, or blue. *Glasses.*—Pink as white; green as blue or yellow; bottle-green as blue or yellow; pale green as white.	
82	J. M. -	- - -	Colour Test -	8 years - -	Leith -	9 May 1894 - -	*Glasses.*—Green as red; bottle-green as red.	*See also* Nos. 50 and 80.

83	J. R. 29	2nd Hand	Skipper	—	Dublin	12 May 1894	*Cards.*—White as drab; red as white or light green; pink as violet; green as yellow. *Glasses.*—White as yellow; red as white; pink as light blue; green as red; bottle-green as white or yellow; pale green as white; blue as brown.	
84	W. B. F.	1st Mate	Master	9 years	Hull	19 May 1894	*Glasses.*—White as light green; green as neutral; bottle-green as red.	Previously failed in February 1894; *see* No. 52. Specially examined in July 1894 and failed.
85	J. H. S. 24	—	Colour Test	5½ years	Liverpool	19 May 1894	*Cards.*—Pink as blue; green as white, cream or pink. *Glasses.*—White as yellow; red as green; green as white; bottle-green as dirty white or red; pale green as white; yellow as red or white.	
86	K. P. P. 23	—	2nd Hand	5 years	Hull	27 May 1894	*Glasses.*—Pink as red or amber; bottle-green as red, dark red, "red in a fog," or neutral; yellow as red or light red; neutral as green or red.	
87	J. L. E. 28	Master	Colour Test	18 years	Cardiff	28 May 1894	*Glasses.*—Pink as yellow or light green; green as red; bottle-green as red; pale green as yellow; yellow as red.	*See also* No. 51.
88	H. C. T. 20	—	Colour Test	9 months	Cardiff	28 May 1894	*Glasses.*—White as red; red as white; pink as yellow; green as blue; bottle-green as blue; pale green as white.	
89	T. W. B. 25	—	Colour Test	4 years	Liverpool	1 June 1894	*Glasses.*—Pink as amber; green as smoky; bottle-green as smoky or dark red; pale green as red, or light red, or amber; yellow as green or red.	
90	H. J. D.	—	Colour Test	11 years	South Shields	5 June 1894	*Glasses.*—Pink as yellow; bottle green as red, yellow, or orange; pale green as yellow; yellow as red.	
91	J. D. A.	—	2nd Mate	4½ years	Plymouth	9 June 1894	*Glasses.*—Pink as green; green as neutral or blue; bottle green as salmon.	Failed again in July 1894, *see* No. 98. Subsequently was specially examined, and passed.

List of Candidates for Certificates, &c—*continued.*

No.	Initials and Age of Applicant.	Grade of Certificate held, if any.	Examination for which he entered.	Period of Sea Service.	Port of Examination.	Date of Report.	Nature of Errors as to Colours.	Remarks.
92	H. H. T. 15	- - -	Colour Test -	Nil - -	London - -	15 June 1894 -	*Cards.*—Pink as green; green as pink. *Glasses.*—Bottle green as yellow; pale green as red; yellow as red.	*See also* No. 75.
93	S. M. - 15	- - -	Colour Test -	Nil - -	London - -	16 June 1894 - -	*Glasses.*—All described as black - -	Candidate apparently wished to fail.
94	E. W. L. 17	- - -	Colour Test -	Nil - -	London - -	20 June 1894 -	*Glasses.*—White as red.	
95	J. C. -	- - -	Colour Test -	4¾ years - -	Dundee - -	22 June 1894 -	*Cards.*—Pink as green; green as red; drab as red. *Glasses.*—Pink as red or yellow; green as pink; yellow as red.	
96	H. C. -	- - -	Colour Test -	3¾ years -	Dundee -	23 June 1894 -	*Cards.*—Pink as green or red - - *Glasses.*—Pink as green or yellow; yellow as green or white.	
97	A. T. - 27	- - -	2nd Mate - -	14 years - -	Sunderland - -	26 June 1894 - -	*Glasses.*—Pink as red or yellow; bottle-green as red; yellow as red.	
98	J. D. A.	- - -	Colour Test -	4 years, 7 months	Plymouth - -	7 July 1894 -	*Glasses.*—Pink as green; green as neutral.	Previously failed in June; *see* No. 91. Has since been specially examined, and passed.
99	T. E. O. 20	- -	- - -	5 years - -	Bristol - -	9 July 1894 - -	*Glasses.*—Green as blue; bottle-green as blue; pale green as white; yellow as red.	
100	E. J. D.	Master -	Colour Test -	- - -	London - -	14 July 1894 -	*Glasses.*—Pink as green; bottle-green as red.	Specially examined afterwards at South Kensington, and reported to be colour-blind.

101	J. B. 25	-	10 years	South Shields	16 July 1894	*Cards.*—Pink as slate colour; green as drab; drab as green. *Glasses.*—Pink as salmon; green as blue; bottle-green as red.	Failed at South Shields in January 1892. *See also* No. 102.
102	J. B.	2nd Mate	7 years	Leith	23 July 1894	*Cards.*—Green as drab; drab as green. *Glasses.*—Red as green; pink as green or salmon; green as neutral; bottle green as red; pale green as salmon.	*See* No. 101.
103	J. P. W. 25	2nd Mate	6 years	Liverpool	3 August 1894	*Cards.*—Black as green; pink as green or blue. *Glasses.*—White as red; green as red or white; bottle-green as red; yellow as red.	
104	D. J. D. 21	2nd Mate	5 years, 7 months	Cardiff	7 August 1894	*Cards.*—Green as drab or grey; drab as green or grey. *Glasses.*—Pink as red or yellow; green as red; bottle-green as red; pale green as white or yellow; yellow as red or pink.	
105	G. W. F.	2nd Mate	7 years	Hull	11 August 1894	*Glasses.*—Pink as yellow or light red; bottle-green as yellow; pale green as neutral or yellow.	
106	J. R. J. 25	2nd Mate	8 years	South Shields	13 August 1894	*Cards.*—Pink as green or drab; green as drab; drab as green or pink. *Glasses.*—Pink as green, red, or yellow; green as blue; bottle-green as yellow or red; pale green as red or salmon; yellow as red.	Failed previously in November 1890, December 1890, and July 1891.
107	J. A. H. 22	Colour Test	6½ years	Liverpool	31 August 1894	*Cards.*—Pink as green. *Glasses.*—Pink as red; bottle-green as red; pale green as red; yellow as red; neutral as red or green.	

Table II.

Comparative Table showing the Number and Per-centage of Rejections for Imperfect Colour Sense during the 15 Years from 1877 to 1894.

Years.	I. Form Exn. 2.			II. Form Exn. 2a.		
	Number examined.	Number rejected for Imperfect Colour Sense.	Per-centage so rejected.	Number examined.	Number rejected.	Per-centage so rejected.
1877–79 (Two years)	5,967	26	·43	—	—	—
1879–80	4,334	16	·37	10	—	—
1880–81	4,319	16	·37	182	5	2·75
1881–82	4,079	19	·46	59	8	13·56
1882–83	4,009	26	·65	69	6	8·7
1883–84	4,603	17	·37	56	10	17·86
1884–85	4,350	23	·52	110	8	7·27
1885–86	4,215	45	1·06	294	18	6·12
1886–87	4,124	25	·61	415	26	6·27
1887–88	4,128	17	·41	837	33	3·94
1888–89	4,443	18	·40	789	36	4·56
1889–90	4,662	23	·49	839	29	3·45
1890–91	4,688	31	·66	601	32	5·3
1891–92	4,652	27	·58	567	16	2·82
1892–93	4,577	35	·76	623	26	4·3
1893–94 (15 months)	5,744	45	·78	919	36	3·9
Totals and general averages	72,894	409	·56	6,370	289	4·5

The first half of the Table relates to cases where the examination in colours formed part of the general examination for a certificate as master or mate. The second half relates to examinations in colours only. The tests used are the same in each case.

Table IIIa.

Summary showing the Number and Nature of the Mistakes made by the rejected Candidates named in the foregoing List.

Colour of Cards.	White.	Black.	Red.	Pink.	Green.	Drab.	Blue.	Yellow.	Other Colours.
White described as - - -	—	—	—	1	2	1	—	1	—
Black „ - -	—	—	2	—	7	1	—	—	2
Red „ - - -	1	2	—	—	6	—	—	—	3
Pink „ - -	1	—	5	—	22	6	13	1	7
Green „ - - -	4	—	5	13	—	12	2	4	14
Drab „ - -	1	—	4	5	28	—	—	1	5
Yellow „ - - -	—	—	—	—	—	—	—	—	—

Table IIIb.

Colour of Glasses.	Red.	Pink.	Green.	Neutral.	Blue.	Yellow.	White.	Other Colours.
Ground Glass described as -	5	—	2	—	1	3	—	—
Red „ „ -	—	—	8	1	—	4	3	2
Pink „ „ -	16	—	21	1	5	26	5	14
Green „ „ -	13	4	—	7	15	6	9	8
Bottle Green „ „ -	74	4	—	4	8	20	12	19
Pale Green „ „ -	18	7	—	5	1	18	16	14
Yellow „ „ -	46	3	9	—	—	1	10	—
Neutral „ „ -	9	1	13	—	—	2	1	2
Blue „ „ -	1	—	9	—	—	—	2	1
Pale Blue „ „ -	1	1	6	—	—	—	6	—

REPORT

OF A

JOINT COMMITTEE OF THE ADMIRALTY

AND THE

BOARD OF TRADE

APPOINTED TO

CONSIDER AND REPORT ON THE MEMORIALS WHICH HAVE BEEN RECEIVED, AND THE CORRESPONDENCE WHICH HAS TAKEN PLACE,

ON THE SUBJECT OF

FLOATING DERELICTS,

TOGETHER WITH

MINUTES OF EVIDENCE AND APPENDICES.

Presented to both Houses of Parliament by Command of Her Majesty.

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1894.

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MINUTE

dated the 3rd April 1894, appointing the

FLOATING DERELICTS COMMITTEE.

The Board of Trade are pleased to appoint—

Sir Courtenay Boyle, K.C.B.;

Mr. C. Cecil Trevor, C.B.; and

Vice-Admiral Sir George Nares, K.C.B., F.R.S.;

to join with the under-mentioned representatives of the Admiralty :—

Rear-Admiral the Lord Walter Kerr;

Sir Evan MacGregor, K.C.B.; and

Captain Wharton, R.N., F.R.S.;

to be a Committee to consider and report on the Memorials which have been received, and the correspondence which has taken place, on the subject of Floating Derelicts.

The Board of Trade are also pleased to appoint Mr. J. W. Martyn to be Secretary to the said Committee.

(Signed) A. J. MUNDELLA.

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REPORT.

TO THE RIGHT HONOURABLE JAMES BRYCE, M.P., PRESIDENT OF THE BOARD OF TRADE.

SIR,

IN compliance with the Minute, dated the 3rd day of April 1894, we have considered the memorials which have been received, and the correspondence which has taken place, on the subject of Floating Derelicts. We have taken the evidence hereto appended, and have now to make the following Report.

We find that the prayer of all the memorials is to the same effect as that of the memorial presented to the First Lord of the Treasury on the 16th March 1894, which was ultimately signed by 1,119 captains of British vessels who state that they have navigated the North Atlantic within the last two years. That memorial prays "That at the earliest possible moment Her Majesty's Government may join the United "States Government and other Powers in destroying derelicts in the North Atlantic "as they are a great danger to life and property."

From some of the evidence given before us, more especially by those who were most active in promoting the above memorial, there would seem to be an impression that the United States Government have put into operation some special scheme for dealing with derelicts in which it is desirable that Great Britain should co-operate. Also that no steps are taken in this country for dealing with derelicts and similar obstructions to navigation.

It may, therefore, be well to state at the outset the law and practice of the United Kingdom on the subject of derelicts near her coasts, and also to refer to the action recently taken by the United States.

Practice in the United Kingdom.

As regards the United Kingdom.—Under the Removal of Wrecks Acts, 1877 and 1889, the three general lighthouse authorities, viz., the Trinity House for England, the Commissioners of Northern Lighthouses for Scotland, and the Commissioners of Irish Lights for Ireland, are charged with the duty of dealing with any obstruction to navigation caused by a vessel which is "sunk, stranded, or abandoned" in any fairway or on the shores of the United Kingdom outside the jurisdiction of any harbour or conservancy authority. Within that jurisdiction the harbour and conservancy authorities have similar functions. This duty has been performed unostentatiously for many years with the result that the shores of the United Kingdom up to a distance of some 50 or 60 miles from the coast are constantly being freed from such dangers to navigation. This jurisdiction of the general lighthouse authorities does not, of course, extend to the open Atlantic, but it was stated in evidence that the Trinity House had, in cases of emergency, dealt with wrecks at a distance of more than 100 miles from the coast.

Practice in the United States.

As regards the United States.—From various sources of information we gather that in the United States there has been in former years no such systematic provision as exists in Great Britain for the removal of wrecks off the coast which impede navigation, or of floating derelicts near it, but it appears that in later years some special steps have been taken; principally in the direction of destroying the wrecks which have accumulated on their seaboard.

With respect to the removal of wrecks in the open Atlantic, it is stated in a despatch from the Hon. H. A. Herbert, the Secretary of the United States Navy, received by the Board of Trade through the Foreign Office, "That it has been the custom of "this Department, upon receiving information of the existence of a wreck or derelict, "being a menace to navigation, to send a Government vessel to destroy the same, "but no scheme has been formulated for patrolling ocean routes to keep them clear of "such dangers."

Appendix A., p. 72.

In the United States pamphlet hereafter referred to, an account is given of the work performed by United States naval vessels, detailed from time to time for the purpose, during the seven years 1887 to 1893 inclusive. This was entirely confined to the immediate neighbourhood of the coast, and resulted in the removal of 27 wrecks on the ground and 3 floating derelicts; while 21 wrecks, reported and searched for, could not be found.

It does not appear that any action has been taken to destroy derelicts in the open sea, and the work done seems to be similar to that performed in this country by the general lighthouse authorities, one of whom—the Trinity House—in the five years ended 31st March 1894 removed 129 wrecks on the ground and 17 floating derelicts, in addition to searching without success for 82 wrecks reported to them.

erelicts in tlantic.

Derelicts in the Atlantic.—On the question of dealing with derelicts in the open Atlantic, we have examined witnesses, both those interested in shipping who have originated the memorial and seamen who have signed it, and have also consulted the official records placed before us by the Board of Trade.

We find that all those witnesses who entertain the prevalent idea that such derelicts present a great danger to navigation appear to base their opinion mainly, if not entirely, on the number of reports that have been collected during past years by the United States Hydrographic Office.

Whilst fully realising that collision with a floating derelict may be productive of serious damage, that collisions take place from time to time, and that the greater the number of such derelicts the greater the chance of striking them, it appears to us that the number of reports of abandoned vessels in the vast ocean affords no effectual means of ascertaining the actual danger to navigation, but that it can only be properly gauged by studying the number of collisions reported and the resulting damage.

To this we have, therefore, applied ourselves.

The seamen witnesses we examined were not able to afford material help in this respect. Whilst a few could speak of sighting derelicts, only two had actually been in collision with them. Nevertheless, the seamen were nearly unanimous in desiring that they should be cleared away.

This is not astonishing to us, nor is it surprising that so many have, when asked to do so, signed the memorial requesting that action should be taken. Seamen are naturally anxious that all possible dangers should be removed from their path, while they are not at all concerned with the difficulties or cost attending such labours; nor have they apparently studied the real extent of the danger which derelicts present.

Opinions were also offered to us that some of the unexplained disappearances of vessels in the North Atlantic are probably due to collision with derelicts, the cases of the "Naronic" and "Hornhead" being cited by their owners and those interested in them. No evidence was, however, adduced in support of these opinions, which appeared to rest solely on the absence of known cause for the loss of the vessels. The presence of ice reported about the time not very far from the tracks had apparently been disregarded as an equal if not more probable cause of the loss of these ships. Moreover fire, collision with another vessel also lost, accidents to machinery, and other known perils of navigation, may account for such disappearances.

We, therefore, mainly rely on the evidence of records.

Board of Trade ecords, June 1890–93. *Appendix F.*, No. 4, *p.* 99.

Taking those furnished by the Board of Trade, which included all the cases brought to our notice by witnesses, we find that in the three years ended June 1893 a total of 103 casualties to British ships all over the world are attributed to striking floating objects, being an average of 34 collisions out of about 36,000 ships, or less than one in a thousand per annum.

39 of these casualties are stated, or supposed, to be due to striking some large floating substance; but out of these there were probably only 8 cases in which the whole, or a large portion, of the hull of a derelict vessel was encountered; 44 cases are stated, or supposed, to be due to striking wreckage, such as logs of timber, spars, &c.; 20 cases are stated, or supposed, to be due to striking an obstruction in shallow water, either a sunken vessel or the ground.

It is remarkable that 56 of the cases reported resulted simply in damage to the propeller, crank shaft, or engine, and in almost all cases without damage to the hull of the vessel. We have it in evidence that the shock caused by a propeller-blade flying off without striking anything is indistinguishable from that caused by a collision, and, as in at least 21 of the 56 cases the damage is only *supposed* to be due to wreckage,

we consider it probable that some of these may be put down as simple loss of propeller-blade from previous injury or a flaw in the material.

Only two vessels (schooners) were lost, close to the British coasts, one about four miles from Dungeness, the other off Forfarshire, after striking what was supposed to be floating wreck or wreckage.

In no one of these 103 casualties was there loss of life.

The 103 casualties are geographically distributed as follows:—

Near the coasts of the British Isles	54
In the North Sea	13
In the Baltic Sea	6
Near the Western coast of Europe	1
In the North Atlantic	13
Near the coasts of the United States	1
In the West Indies	1
In the White Sea	1
In the South Atlantic	1
In the Mediterranean	7
In the Black Sea	1
In the Red Sea	2
In the Arabian Sea	1
In the Indian Ocean	1
In the Pacific Ocean	1

Of the 13 cases reported in the North Atlantic, 9 were cases in which wreckage was struck with damage to propeller or slight damage to the hull; in 4 cases only were whole hulls probably encountered. Of the 54 cases which occurred near the British coasts—more than half the total number —39 were cases in which the object struck was uncertain, whether wreckage or the ground; in only one case was the damage probably occasioned by encountering a floating derelict vessel.

Another official record shows that in the 10 years, ended June 1893, 21 British vessels were lost from collision with derelicts or wreckage. The whole of them were near coasts except one, a schooner in the Atlantic.

Only one life is recorded as lost in the 10 years.

Board of Trade Records, June 1883-93. *Appendix No. 5, p. 10*

We have received through the Foreign Office a pamphlet recently issued by the Hydrographic Office of the United States. It has been widely circulated, and contains all the information collected by that Department on the subject of wrecks and derelicts for the years 1887 to 1893 inclusive. Considerable attention has been drawn to this pamphlet, and we have thought it our duty to carefully examine the statements made in it; and we find that unless certain important facts as to the methods upon which it has been compiled are continually borne in mind, a misleading inference may be deduced from it. For instance, the list of derelicts reported but once contains 29 names of ships which have never been heard from, while 8 are stated to have foundered, and 49 are simply reported as abandoned. There is nothing to show that any of these vessels remained as floating derelicts, or caused any obstruction whatever to navigation; and this has apparently been recognised by the compilers of the pamphlet, as 80 vessels seem to be omitted from the abstract table, presumably for the above reason.

United States records. *Appendix K., p. 120.*

P. 126.

P. 121.

Again the portion of the pamphlet which refers to cases of collisions and damage—the most important from our point of view—must be closely scrutinized if error is to be avoided.

It is necessary to bear in mind—

Firstly.—That the lists given are made up of vessels reported to have struck—

(1.) Floating derelicts or floating wreckage;

(2.) Wrecks on the bottom in shallow water;

and that collisions with wrecks on the bottom, to which this enquiry does not refer, are by far the most numerous.

Secondly.—That the reports are in many cases so vague that it is difficult to decide in which class to place the collision;

Thirdly.—That the majority of the cases are American or other foreign vessels in American waters; and

Fourthly.—That experience teaches that all reports of damage or accident require strict examination.

While, owing to the third fact mentioned, we have not been able to investigate more than a percentage of the cases quoted, reference to official reports and enquiries shows that there are cases where these reports do not coincide with the statements of the pamphlet, and leads us to conclude that such test has not always been applied before compiling these lists.

For instance, out of 10 vessels stated to have been totally lost owing to collisions with derelicts and wrecks during the seven years dealt with, only one, off the Bahama Islands, was in the open Atlantic; one was in the Gulf of Mexico; and most of the other cases were due to striking wrecks on the bottom or floating wreckage near the American shore.

In the case of two of these 10 vessels alleged to have collided with derelicts, the official reports are as follows:—The "La Paz" was lost on the rocky Aceitera Shoal off Cape Trafalgar, after coming into contact with a wreck previously lost on the same shoal. The enquiry in the case of the "Cragside" failed to determine the cause of her loss, the allegation of the master that she struck a derelict being wholly unsupported, while the fact of the accident taking place in the neighbourhood of the well-known Bull Rock off Nova Scotia makes it far more probable that she struck on that danger.

Appendix F., No. 3, p. 98.

Appendix F., No. 2, p. 96.

In the case of another of these 10 vessels, the "Glenrath," given in the list as striking a wreck off Cape Look-out in the United States, it was found by the Court that the vessel stranded on the Bibb Shoal, and that the casualty was caused by the careless navigation of the master.

The examination of the other lists given of vessels that have, from collision with wrecks and derelicts, sustained either "Considerable damage," "Slight damage," or "Damage unknown," affords similar results. The analysis of these lists is given on pp. 65–67 of the evidence appended to this Report, but as an instance it may be stated that out of the important list of 23 ships which are said to have received "Considerable damage" in only five cases can the damage be attributed to a collision with derelicts or wreckage in the open sea, and in none of them did the damage received involve more than remote danger to the ship; while in some the damage scarcely appears "considerable." Thus the "St. Enoch" is included, but the official report says, "Lost three blades of propeller. Supposed to have struck sunken wreck or some very large fish"; also the "Forest Fairy," which is simply recorded as passing over a derelict, the damage not being mentioned.

The analysis of the complete lists in the American pamphlet for the seven years 1887–93 may be put thus:—

Class in Pamphlet.	Total.	Due to Floating Derelicts or Wreckage in Open Sea.	Due to Shoals, Fish, Wrecks on Bottom, and Floating Derelicts or Wreckage near Coasts.
Totally lost - -	10	1	9
Considerable damage -	23	5	18
Slight damage - -	11	4	7
Damage unknown - -	17	3	14
Total - -	61	13	48

The examination of these British and American records, together with the evidence we have taken, has satisfied us, firstly, that an actual collision with a derelict vessel in the open sea is rare, and secondly, that the damage resulting from such collision is ordinarily slight.

Insurance.

Q. 1769–1783.

In connexion with the question of the amount of risk of collision with derelicts incurred by vessels, we find from the evidence given by the Deputy Chairman of Lloyd's that underwriters, when effecting insurances, regard derelicts as an ordinary, and not as an extraordinary, peril of the sea, and do not on that account in any voyage increase the usual rate of premium charged.

We have next considered the work that would be entailed by an attempt to clear the North Atlantic of the derelicts that float in it, and to keep it clear. Removal of derelicts.

The conclusion come to in the United States Hydrographic pamphlet is that, on an average, there are about 19 derelicts afloat at one time in the North Atlantic, while it is also estimated that the average life of a derelict is about 30 days. This latter average is probably a high one, as it is raised by a few abnormal instances of vessels floating for long periods.

The great majority of the derelicts mentioned in the pamphlet were off the coasts of North America, but we have, for the sake of argument, assumed that one half of the above average of existing derelicts, say 10, may be considered to be in waters in which this country has an interest. Of these 10 only a small proportion will be in or near the great trade route to North America, as the reports extend over the whole area of the navigated Atlantic. In other words, the task, if undertaken, would be to search for 10 small, moving, and generally short-lived, objects in an area, excluding coastwaters, of between 8,000,000 and 9,000,000 square miles.

We have it in evidence that the Trinity House find that in the majority of cases search for floating derelicts reported as being near the coast even only a few days before, is fruitless.

We are also informed that in the special cases where the Admiralty have from time to time detailed a vessel to search for a derelict, which, from its reported position in a line of crowded traffic, has appeared especially dangerous, such search has invariably proved unsuccessful.

The short average life of a derelict in a stormy ocean, her constant movement in directions which can be only approximately foreseen, the time which necessarily elapses between the date of the report of sighting her and the date when a ship with knowledge of the report can be in the vicinity, the very small belt that the eye can cover from a searching ship even in clear weather, and the fact that search can only be carried on in daylight, convince us that even a large number of ships would not succeed in appreciably reducing the number, already small, of floating derelicts in the principal trade route. It is evident that any scouring of the seas would be perpetual, as no sooner has one derelict disappeared under the waves than another may be abandoned or may drift in.

We have also considered the various methods by which attempts may be made to destroy floating derelicts when found. They are— Destruction of derelicts.

(*a.*) Explosives,
(*b.*) Shelling,
(*c.*) Ramming, and
(*d.*) Firing.

(*a.*) Explosives properly applied may disperse a floating wreck, but, except in the calmest weather, there is much difficulty in their proper application.

(*b.*) Shelling.—We cannot find that attempts to sink timber ships by shelling have ever been successful. Shelling only succeeds in cases of wrecks which are unlikely to remain on the surface if left alone.

(*c.*) Ramming.—Perhaps the most efficacious means of making such a breach as will enable the cargo to escape and cause the hull to sink is by ramming. This can only be attempted by a ship specially prepared for the purpose. The use of such a method in the case of a vessel laden with heavy timber would not remove the danger, but, as with the use of explosives or any other method of destruction, would only result in the casting adrift of heavy baulks, which are themselves a fertile source of danger to navigation.

This has been recognised in the order contained in the Admiralty instructions to Her Majesty's ships, which runs as follows :—

"Should any of Her Majesty's ships fall in with any water-logged vessel abandoned at sea, and constituting a danger to navigation, the same should be examined, and unless it appear that the cargo is composed of such large baulks of timber as to be of themselves a danger if released to float, or unless the position of the wreck is such as to make it probable that she may be presently towed into port, every effort should be made to sink or otherwise to destroy her."

(*d.*) Firing.—The United States pamphlet contains a paragraph on the "Efficacy of destroying derelicts by fire," and gives figures with respect to 76 cases; of which 72 are stated to have been "thereby destroyed."

The statement in the pamphlet has been freely interpreted to mean that 72 derelicts have been destroyed by United States ships sent out for the purpose, but examination of the details which have, by the courtesy of the United States Hydrographer, been received, shows that this is not the case; all the derelicts mentioned coming under one of the following heads:—

Appendix G., No. 2, p. 115.

(1.) Vessels set on fire by their own crews on abandonment, in many cases on account of having sprung a leak;

(2.) Abandoned vessels set on fire by passing ships, generally British;

(3.) Vessels reported by passing ships as on fire.

In only one of the cases is the ship reported as having been seen to sink; in the others the efficacy of the firing is assumed from the fact that after a certain lapse of time the vessel has not been reported as afloat. Many of the vessels would clearly have sunk, even if they had not been fired. In seven instances distinct failure resulted.

While firing an abandoned vessel may in many cases conduce to her more rapid disappearance beneath the waves, we cannot find that there is any evidence to prove that fire would be generally successful in the case of water-logged vessels laden with light timber or other light cargo, which are the derelicts which float for the longest periods, and are the most difficult to destroy.

Whichever of these methods of destruction may be attempted, it must be remembered that it is necessary to ascertain the nature of the cargo, and that this, especially in the case of a submerged or capsized vessel, is a task of great difficulty.

Proposed International Conference.

We have also considered the proposal for an International Conference on the subject. It will be observed from the evidence that the point was considered by the International Marine Conference held in Washington in 1889, and that the delegates came to a unanimous decision that nothing could be done with respect to derelicts, &c., on the high seas, although they went on to suggest that it might be possible to take some international steps with regard to a limited area in the North Atlantic. With regard to this latter suggestion we see no reason to think that international action of the limited nature proposed is required in the interests of British shipping.

Q. 49.

Reports of derelicts.

Although the subject of reporting derelicts does not perhaps, in strictness, come within the terms of our reference, it is one upon which many of the witnesses appear to feel strongly, and it may, therefore, be convenient that we should deal with it in this Report.

Put briefly, the complaint is made that captains of vessels are not required or encouraged to make any official report, either at the Custom Houses in this country or at the Consulates abroad, of derelicts which they may have sighted on their voyage, and that no facilities exist for at once making known to the trade interested such information when received. It is stated that in the United States every effort is made to obtain information of wrecks and derelicts, and that all information obtained is published in the Weekly Bulletin and the Monthly Pilot Chart, which are distributed gratis to the shipping trade.

With regard to this it may, in the first place, be pointed out that under section 432 of the Merchant Shipping Act, 1854, a report of every casualty happening to a British ship is at once made to the Board of Trade. In this manner reports of vessels abandoned, and of vessels which strike derelicts or wreckage, are regularly received. In addition to this, under the Customs Consolidation Act, 1876, masters of vessels arriving in England are bound, under penalty, to report to the Collector of Customs within twenty-four hours of their arrival, and to answer any questions as to the voyage which may be put to them. Amongst other things which they are to report is whether they have fallen in with or picked up any wreck, and we are assured by the Collector of Customs at Liverpool that under the Act in question a master is bound to report whether he has seen a derelict, and that questions on this point are asked by the officials who, it appears from the evidence, are pecuniarily interested in obtaining early information.

It would, therefore, seem that so far as reports of derelicts in this country are concerned the necessary machinery already exists, but in view of the doubt by some of the witnesses whether this machinery is generally made use of by Collectors of Customs for the purpose of obtaining reports of derelicts sighted during the voyage, it would be well that the point should be brought to the notice of the Commissioners of Customs, with a view to their issuing such instructions to their collectors in the matter as may be found necessary. It appears to us that it is better that reports

of this nature should be made to the officer who is already charged by law with the duty of receiving a report of the voyage, and who occupies an independent position, and further that it will be difficult, if not impossible, to enforce the duty of reporting derelicts, unless there is some penalty for omitting to do so. On both these grounds, therefore, it would seem desirable to make use of and improve existing machinery rather than to attempt fresh methods.

With regard to reports by masters of vessels arriving in foreign ports, we understand that reports are frequently made to Consular Officers at those ports, but that there is no obligation on masters to make them, and that there is, therefore, no guarantee that dangers to navigation sighted on the outward voyage will be officially reported by any person whatever. This scarcely appears to be satisfactory, and we consider that steps should be taken to invite captains to report to Consular or Colonial Officers all dangers to navigation so sighted, and also to provide for the speedy transmission to the Board of Trade by those Officers of all reports so made to them.

Danger from Ice.

During the course of our enquiry we have been much impressed with the great danger which is caused to British shipping by the existence of ice in unexpected places, and with the great importance of the observation of any fresh ice being promptly reported. This is a matter which does not come within the terms of our reference, but we would, nevertheless, suggest in passing that the sighting of ice should invariably be included in any reports which it may be decided to require.

Publication of Reports.

Although, as above pointed out, we consider it of importance that official reports should be made either in this country or abroad of all derelicts fallen in with at sea, we are by no means of opinion that the indiscriminate publication of all such reports, without reference to the length of time which may have elapsed since the derelict was sighted, is of any practical value to seamen, while any indiscriminate publication might even be mischievous and misleading by giving an erroneous impression of the real state of the case, and thereby exciting needless alarm. If some time has elapsed since the derelict was seen, it is probable that she has sunk before the arrival at the spot of another vessel which left port after the report was received, or even if she has not sunk it is certain that she will be far from the locality in which she was reported.

But although an indiscriminate publication of all reports of derelicts would be of no practical benefit and might be injurious, cases no doubt arise from time to time in which it is of importance that the earliest possible notice should be given to all concerned. We think, therefore, that all reports of this nature, made either to Collectors of Customs or to Consular or Colonial Officers, should be at once forwarded by them to the Board of Trade, leaving it to that Department to decide as to the necessity or otherwise for its publication in pursuance of the system already in force at the Board of Trade.

Existing system of warning mariners.

The present system is as follows :—All reports of obstructions to navigation received by the Board of Trade are carefully checked by them, and immediate notice is given through the medium of Lloyd's and the "Shipping and Mercantile Gazette," published daily, of all cases which are of importance to mariners. Obstructions near the British coasts are also reported to the General Lighthouse Authorities, who take prompt steps to deal with them. In addition to this, all notices of dangers are included in a Monthly Summary issued by the Board of Trade, copies of which are distributed free of cost to the masters of all vessels leaving the ports of the United Kingdom. Copies are also sent to the Government Shipping Office at each Colonial and Indian Port, and to the British Consulate at each Foreign Port, for the inspection of mariners who may not be in possession of the latest Summary.

We would suggest that all reports which are of special importance to mariners should be at once embodied in a Supplementary Summary to be distributed as widely as possible, without waiting for the ordinary monthly issue.

Owing to the generally ephemeral character of floating derelicts, and their constant movement, we are of opinion that the publication of a monthly chart, showing the positions of those reported for some weeks before, would be of no practical utility to the mariner, and might create unfounded alarm.

Though some witnesses spoke of the value of such information, we were unable to ascertain in what manner it was of service, whilst the statement of a very experienced Atlantic captain that "no captain would turn his vessel one inch out of her course owing to the reported existence of a derelict," is in accordance with the experience and opinion of the professional members of this Committee.

Conclusions. To sum up, we desire to state our conclusions and recommendations as follows:—

(1.) The number of well-established casualties from collisions with derelicts in the open sea is very small, and the danger resulting from them has been much exaggerated.

(2.) Taking the average estimated in the pamphlet published in the United States—an average which is probably high—the number of derelicts at one time afloat in the whole of the North Atlantic is not more than 19, and the area of the North Atlantic is some ten million square miles. But the number of derelicts floating in the Atlantic trade routes frequented by British ships is very much less than 19.

(3.) The chances of discovering even a few of such a small number of derelict vessels in so vast an area are infinitesimal. The destruction of certain classes of derelicts when found is a work of great difficulty, and the dispersion of their cargoes in some cases creates an additional danger.

(4.) Any systematic attempt to destroy floating derelicts on any one route would necessitate the constant employment by the Government of a considerable number of ships specially equipped for this purpose. It would be impossible to confine such operations to the North Atlantic; every trade route would have to be dealt with; the efforts of the searching vessels could never be relaxed; and the cost of such an undertaking would be out of all proportion to any benefit which could conceivably result from it.

We are, therefore, unable to recommend that any such attempt should be made.

(5.) For the same reasons we fail to see that any adequate advantage would be likely to accrue from an International Conference on the subject.

(6.) We are of opinion that more advantage should be taken than is at present the case of existing statutory requirements, in order to ensure that all derelicts seen, and also all ice passed, are at once reported at the various Custom Houses by the masters of inward-bound vessels, and that the masters of outward-bound vessels should report in the same manner to the Consular Officers or other proper authorities in Foreign and Colonial ports. That the reports thus received should be sent direct to the Board of Trade with a view to examination, and that such information as the Board of Trade might think desirable to immediately make known in the interests of navigation should be published in Supplementary Notices to Mariners with the least possible delay.

(7.) The publication, in addition, of any such information on derelicts as is given in the chart issued in the United States would be of no practical use, but would be likely to be misleading and to create unnecessary alarm.

We have, &c.,

(Signed) WALTER T. KERR (*Chairman*).
EVAN MACGREGOR.
W. J. L. WHARTON.
COURTENAY BOYLE.
C. CECIL TREVOR.
G. S. NARES.

(Signed) J. WADDON MARTYN,
Secretary.

23rd August 1894.

LIST OF WITNESSES.

Names of Witnesses.	Questions.
Friday, 20*th April* 1894.	
Mr. J. Cumming Macdona, M.P. for Southwark, Rotherhithe	1–155
Mr. Otto Jaffe, Shipowner	156–429
Friday, 27*th April* 1894.	
Mr. C. A. Kent, Secretary to the Trinity House	430–505
Mr. Ben. Thomas, Marine Superintendent of the Cunard Line	506–588
Mr. J. Thorp, Trinity House Superintendent at Yarmouth	589–653
Tuesday, 1*st May* 1894.	
Capt. H. Parsell, of the "Majestic" (White Star Line)	654–864
Friday, 4*th May* 1894.	
Capt. J. C. Almond, Nautical Inspector of the P. and O. Company	865–916
Capt. H. Goodrhan, of the "Wooloomooloo"	917–959
Rear-Admiral the Lord Walter Kerr, Chairman of the Committee	960–966
Mr. Samuel Bullock, of the Board of Trade	967–991
Tuesday, 8*th May* 1894.	
Commodore R. H. Harris, R.N.	992–1048
Capt. Wm. Rea, of the "Martello"	1049–1202
Capt. A. G. Froud, Secretary of the Shipmasters' Society	1203–1414
Tuesday, 22*nd May* 1894.	
Col. H. Hozier, Secretary to Lloyd's	1415–1521
Capt. E. H. Andrew, of the "Cromdale"	1522–1589
Mr. Samuel Bullock (recalled)	1590–1597
Friday, 8*th June* 1894.	
Mr. Thomas H. Ismay, Shipowner	1598–1754
Mr. J. E. Street, Deputy Chairman of Lloyd's	1755–1783
Mr. D. G. Williams, Collector of Customs at Liverpool	1784–1867
Friday, 15*th June* 1894.	
Capt. W. J. L. Wharton, R.N. Hydrographer, a member of the Committee	1868–1879
Tuesday, 3*rd July* 1894.	
Capt. Geo. Beall, of the Board of Trade	1880–1961

MINUTES OF EVIDENCE

TAKEN BEFORE THE

DEPARTMENTAL COMMITTEE APPOINTED BY THE BOARD OF TRADE

ON

FLOATING DERELICTS.

FIRST DAY.

At the Office of the Board of Trade, Friday, 20th April 1894.

PRESENT:

REAR-ADMIRAL THE LORD WALTER KERR IN THE CHAIR.

Sir COURTENAY BOYLE, K.C.B.
Sir EVAN MACGREGOR, K.C.B.
Vice-Admiral Sir GEORGE NARES, K.C.B., F.R.S.
C. CECIL TREVOR, Esq., C.B.
Captain W. J. L. WHARTON, R.N., F.R.S.

J. WADDON MARTYN, Esq., *Secretary.*

JOHN CUMMING MACDONA, M.P., called and examined.

J. C. Macdona, M.P.
20 April 1894.

1. (*Chairman.*) We understand that you have taken a great deal of interest in the subject of the danger to ocean navigation from floating derelicts?—Yes.

2. Can you give the Committee any information that would assist them in carrying out their inquiry on the subject?—First of all, Mr. Chairman and gentlemen, I must beg to thank the President of the Board of Trade for the part he has taken in the matter of the consideration of these floating derelicts and bringing it to the issue at which it has arrived. I am rather in an awkward position in the matter of giving evidence on the subject, and for this reason, that most of the evidence that has been gathered so far has been in the hands of gentlemen who primarily took the greatest possible interest in the matter of derelicts. Since I got a communication from the Board of Trade I have communicated with my friend, Mr. Jaffe, but he being away on the Continent I did not get his reply till yesterday. I understand he also is summoned to give evidence before this Committee. But I have no doubt that most of his evidence will be the same or to a large extent similar to what I have myself to present. Of course, not having been actually in contact with these derelicts myself, I have to refer to the evidence of other people who have seen derelicts, and I have to refer to cases that have been reported in the papers at different times. The Board of Trade and the Admiralty will have had a number of cases that I brought, in my position of Member of Parliament, before the House of Commons in the form of Questions, and they will have the answers that have been given to those questions. In most of those questions, if not all, I have given the exact position where these derelicts were seen in the Atlantic, so that you have that evidence such as it is in your own records here. The only thing that occurred to me that I should do now in the matter of putting evidence before you, was to give a list, as far as I could gather it, of some of the cases of derelicts that have been published in different places, notably (and I expect that you have records of this yourselves here) evidence by the Hydrographer's Office in Washington. A chart has been published each month in Washington, which I believe you have a copy of, in which are given most accurately, at least as far as possible, such positions of derelicts as can be accurately placed by taking observations in the Atlantic. That is the position of these derelicts as they float about in the Atlantic. These positions are, I understand, telegraphed to the central office of the Hydrographer's Office in Washington as soon as any vessel reaches a port from which communication can be held with that office. As to the printed list of derelicts, in case you have not a copy of it I have got the chart here with me, though I think you have the charts.

3. We have got them?—The positions of these derelicts are clearly indicated on that chart. The object of my impressing the matter upon our Government was to see, inasmuch as our mercantile marine is more than that I believe of the whole world put together, that we should not be behindhand or behind other nations at any rate in looking after the interests of our marine, whether it be our navy or our mercantile service in which our passengers or seamen go across the Atlantic every day in the year. I have therefore in my Questions in the House only had one end in view, not by any means that

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of harassing any part of Her Majesty's Government, but I have acted from a purely conscientious view which actuates me strongly, and I have thought that this matter should be very earnestly gone into by the Government. I occupy rather an unique position in London commercially speaking—I have about three miles of shipping and some of the largest docks, the Surrey Commercial Docks—in my constituency, and therefore I am personally interested in the welfare of sailors who sail from London to all parts of the world, and meet these derelicts. It is for that reason that I desire in my position in Parliament to urge upon the attention of the Government that we should at least not be behind-hand with regard to other nations in taking measures to destroy these derelicts, wherever they are found. To that end I have brought a very short Bill into Parliament which comes on to-night, if I am allowed to bring it in, and that Bill provides that wherever these derelicts are seen, whoever sees them, masters of British vessels should report them, at the first port they come to, to Lloyd's, with a view to their being instantly telegraphed to Lloyd's in London, and I trust that the Board of Trade or the Admiralty, whosever province it falls within, will send forth an intimation to all the mariners and masters of vessels that these derelicts have been seen. It is a very short Bill and I need not go into its provisions now. I candidly confess that it is simply a preliminary Bill, and it will be either for me or somebody else afterwards—the Government I trust—to take up the matter and go further with it, and when they see the necessity of destroying these derelicts to take immediate steps to devise some plan within their own province and capability for carrying into effect the measure. We have this to go upon, that the Americans have tried the experiment for some years. They have had two vessels, the "Kearsage" and the "Vesuvius," fitted up purposely for destroying these derelicts wherever they meet with them. I am sorry to say that the "Kearsage" since then has been hoist with its own petard, so to speak, it has run upon a derelict, I believe, and been lost, and its place has not, I think, been filled up so far. But I feel strongly that it is beneath the dignity of a great nation like England, with so many interests in all parts of the world, and with so many of our own people in all parts of the world having to travel backwards and forwards to and from England, and with such an enormous commerce as we have at sea, that we should be behind even such an enterprising nation as the Americans. We have the facilities, we have the wealth, we have the interest, we have everything concerned to make us most anxious to take such steps as will rid the Atlantic of these terrible risks, not only to property, but to what I esteem much more valuable, the lives of our sailors and of our passengers, and of our friends travelling backwards and forwards between here and America. With these few remarks, stating, as I do now, that my Derelicts (Reports) Bill is only a stepping-stone, as it were, to what I should like to see achieved afterwards, I will say that if this first Act is passed, and these derelicts are reported at the different ports where the masters of ships may touch, then, I think, a very important step has been taken in the right direction, and one that I am sure the Board of Trade and the Admiralty will see it is to the interest of the country to give all the help they can give towards getting passed into law. As I said before, I would like the Government to go even further. There is no use in adopting this notion about derelicts being discovered in different places unless we go a step further. It is little use telling the master of a ship that there is a derelict in such and such a latitude and longitude when by the time he gets there it may or may not be there, and if it were there if he was passing it in the night there would be no possibility of his being able to see it or guard against it. Therefore it is our bounden duty to take some steps to destroy them altogether. A vessel might very easily be set aside—even chartered, and if not chartered, some of our cruising vessels that we have in the navy might be very well fitted up expressly for that purpose without any very great expense, and they would add, I believe, to the efficiency of our navy if it was known that we had two or three ships engaged upon this very laudable work. I believe also that there is a great feeling of chivalry amongst our naval men, and I believe that in our fleet there are many sailors who, in these modern days of ironclads and that sort of thing, on different coasts, more especially the warm coasts, feel it an inexorably wearisome task to fulfil their duties without something, I was going to say, in the way of what is pleasurable or profitable to occupy all their faculties, which would be given scope to by such a ship as I have suggested being fitted out. I believe there would be such emulation amongst the sailors to get on board this ship for the sake of the diversity of occupation, and for the sake of getting something to occupy their energies and minds, that there would be a rivalry amongst them as to who would do the most for their country. These vessels that I am suggesting might be used with profit to the nation by using them as experimental ships in the first instance for practising any new gun which the Admiralty would like to try. It would be very easy, instead of going to such an enormous expense as the Admiralty does go to in providing new targets for ships, to send their ships out to places where they know there is a derelict for it to practise on the derelict. It is very easy to find out where they are, and therefore to practise on them. Then again there is an advantage in this plan in giving to the men themselves an occupation, and, if necessary, they might be paid extra for it. There are many worthy sailors who would like to be promoted to an office of that sort where they could be doing some real good for their country. Then, going on further still than that, you might make these vessels adapted for this one special purpose of being a beacon, as it were, upon the dark waters, to show vessels travelling at night any derelicts about by means of a large electric light from the foremast, so that vessels of all nations travelling round about would know that that vessel was a British derelict searcher searching for derelicts on the great waters far from their own homes. I believe that passing in the night many steamers and many vessels that heard of derelicts would stop on their way, if it was sufficiently calm, and send out a boat to report to the search steamer lying by at night, which it would be advisable it should do, with this large search light at the bow or maintop. I am only going into these details because the Committee represent the Board of Trade and the Admiralty, and I wish to show how feasible the thing is. I would go even further still. This search vessel would be a common communication between the sailors of all nations in the matter of delivering letters and doing things of that kind. I am afraid I have wearied you, but I feel earnestly upon the point, and it may be the only opportunity I shall have of appearing before you. If you will allow me I will read these cases of vessels that are known to have been lost by collisions at sea with derelicts, or shall I leave them with you as read?

4. You can mention the names, at any rate?—The "Chilian" is the first.

5. (*Mr. Trevor.*) Is that the ship that was stranded the other day on Filey Brigg?—The "Chilian" struck a derelict upon a voyage from Pernambuco to Philadelphia. She is the tenth ship which has struck in seven years. She was examined in Philadelphia with the result that a dent was found in her bottom, and the blade of the propeller was broken. She put to sea again, and had to be abandoned seven days after with 5 feet of water in her.

6. Where does this information come from?—From the Hydrographer's Office at Washington. Then there is the "Naronic," which was sunk.

7. That has been satisfactorily accounted for, has it not?—No, it has never been accounted for that I am aware of. It has never been heard of. She was fitted out with particularly strong bulkheads, too.

8. (*Chairman.*) Would you give us the names of the others?—The "Cragside" struck a derelict off Whitehead, U.S.A. on the 20th of May last and foundered. Then the barque "Jan Pietersoon Koen," in latitude 24° 10′ north, latitude 69° 28′ west, on February 24th 1892. The "Orrie V. Drisco" was sunk by a derelict in the north of Mexico in 1891. The steamship "Glen Rath" struck a wreck and sunk on October 1st, 1890. Then there was the case of the "Seagull" off the New Jersey coast. Then the Spanish gunboat "Paez" fell in with a derelict at Tarifa and had a hole knocked in her and foundered. Then there was the "Francis L. Godfrey," the "Joseph Baymore," and the "Bayleswood" schooners which were all sunk by derelicts. From 1887 to 1893 14 ships, 4 of them steamers, were badly hurt by derelicts, 7 slightly damaged, 12 damaged to an extent not ascertained. The steamer "Norman" on the 18th May last ran upon a sunken schooner—the "Booth Brothers" which went ashore on Brigantine Shoals, New Jersey. They managed to clear the hull with the loss of a few spars. The "City of Dublin" on November 11th in latitude 39° 30′ N., long. 53° west, had a narrow escape when she struck

the deckhouse of a derelict but escaped the hull. Then the "Bahama" launched in 1893 at Glasgow was seen off the coast of Newfoundland abandoned. Then the "Fanny E. Wolston" abandoned on the 15th October 1891 was last seen on the 15th December 1893 near where she was abandoned. At the end of 1892 she had travelled 3,460 miles in the tracks of vessels. Then there is the "Robert P. Chandler" which was abandoned at Key West on July 7th. She was seen at Christmas last having travelled 1,200 miles close to the Atlantic steamship route. Then the "Lady Lingar" and the "Helena Alma" and "Forrest" and another vessel on fire was reported not far from Fastnet.

9. (*Captain Wharton.*) These are all cases from the United States records?—Yes. Then in March last the steamship "Vesta," from New Orleans to Liverpool, reported a derelict on fire in latitude 42° 46′, longitude 16°. In 1893 the "Star of India," "Garibaldi," "Bourgeois," "Lakefield," "Wyer G. Sargent" all disappeared. The last one was abandoned in March 1891, and was last seen at the end of 1892, having gone 5,500 miles in 615 days, and when last reported was off Bermuda. In 1888, the blizzard year, there were a great many derelicts; 1889 was worse. In 1888 there were 22 reported; in 1889, 37; in 1890, 25; and in 1891 there were 23 reported as derelicts.

10. (*Chairman.*) Reported to whom?—Reported to Washington.

11. (*Mr. Trevor.*) With their latitude and longitude given?—Yes, in most cases.

12. And, of course, with the date of observation?—Yes, I can give some more with the actual position of those that were seen. The "W. L. White" was abandoned on March 13th, 1888, 80 miles from New York. On January 23rd, 1889, she went ashore off the Hebrides, having gone 5,900 miles in 370 days, and was recognised by 45 vessels. In November 1888 two American schooners, "Ethel M. Davis" and "David W. Hunt," were abandoned in the same gale. The latter travelled 4,800 miles in 347 days; the former 440 miles in 370 days. On October 13th, 1887, the barque "Telemaque" was abandoned in latitude 37° N., longitude 39° W., having been seen the last time on April 15th, 1889, in latitude 35° 50′ N., longitude 56° 5′ W., having travelled 3,150 miles in 551 days. The "Vincenzo Peratta" was abandoned in the same place a month earlier. She went ashore on Watling's Island on the 4th of April 1889 after a run of 2,950 miles in 536 days. Then there was the schooner "Manantico," which did 2,600 miles in 164 days. The "Dagmar" did 1,400 miles in 155 days. The "Petty" did 1,700 miles in 97 days. The "James B. Dravy" did 1,720 miles in 367 days. The "Carrier Dove" did 2,210 miles in 152 days. The barque "Carricks" did 2,420 miles in 314 days, and the "Vesta Linden" travelled 2,230 miles in 151 days. Then the "Countess Dufferin" did 1,300 miles in 90 days.

13. (*Chairman.*) Are these derelicts?—Yes.

14. (*Mr. Trevor.*) Abandoned?—Yes, and travelling about.

15. (*Captain Wharton.*) How many years is that?—These I have given you have been since 1887—7 years.

16. (*Mr. Trevor.*) The time of drifting is calculated from the latitude and longitude of the different positions, I suppose. It gives the number of miles of travelling, and the days?—The object of that is, I presume, to show what a risk vessels cruizing in the Atlantic run in encountering one of these derelicts?—Yes.

17. (*Chairman.*) As far as I understand at the present moment, your main object is to take some steps to obtain legislation, that all floating derelicts should be reported?—Yes.

18. And published?—Yes—in the first instance sent of course to the Board of Trade, to the Admiralty, and to Lloyd's, and then of course immediately published, steps being taken that every one of these positions are indicated to the masters leaving harbour. And I would suggest that envelopes might be sent out by the Board of Trade to all these masters, directed to the Board of Trade, so that no matter what port they called at, they might at once put a letter into the post office and have it sent direct to the Board of Trade.

19. (*Mr. Trevor.*) Your Bill proposes that the report shall be made to Lloyd's, and that Lloyd's shall forthwith communicate such information as it contains to the Board of Trade?—Yes. I do that as a double security, because Lloyd's is a business concern, and even supposing one should not fail, it will make assurance doubly sure. If the Admiralty issue envelopes directed to themselves they would get the information required.

20. (*Chairman.*) I see you have mentioned Lloyd's, and I suppose it would be satisfactory to you and your point would be equally met, if the information was obtained in whatever was the best way?—In any way that was best.

21. But especially by the Government?—By the Government—but Government takes such a long time to move in matters of that sort, and Lloyd's being a business concern it might be taken up at once by Lloyd's as far as the Bill is concerned, but it is to the interest of the Board of Trade to have the information themselves as soon as they could get it. Another point that occurred to me was that they should be reported to the Consuls abroad—to the nearest British Consul—but then I found on inquiry that Lloyd's generally appoint, in fact invariably appoint, the British Consuls all over the world as their agents; but in many cases where there are are no British Consuls there are Lloyd's representatives, and they might be made the persons to be reported to. Immediately after landing every sailor has to go to Lloyd's, and it occurred to me that Lloyd's agent being on the spot the information could be sent more quickly and much more direct to headquarters, but at any rate it would be a safeguard and additional security if the Board of Trade were to issue envelopes directed to themselves so that every master at once could forward any information as to a derelict having been seen.

22. Then I will not ask you any further questions on the individual cases you bring forward as I quite understand that you are simply informing us of the information you received from other sources?—Yes.

23. Could you give the Committee any idea of where they could best get information from personal experience?—I think the best information I could suggest would be that which could be obtained direct from the Hydrographer's Office at Washington. Then I think you will find when you have Mr. Jaffe before you that he has a large amount of original information, because he took great pains when the subject was before the Belfast Chamber of Commerce to give them all the information he could, and he has that with him. That is the reason I have not got that information.

24. Mr. Jaffe will be able to give us that?—I think he will be sure to be able to give you that. Then again at a moment's notice yesterday, I sent down to the East End of London, where I could amongst the sailors there, to try to get any direct information of men who had seen derelicts, so that they might report to your Committee here not only where they saw them and the like, but that they might give you an idea of the terror derelicts seem to convey to sailors on board a ship. Sailors are very superstitious, and the least danger of that sort, although very brave men in an emergency, affects them greatly. An unseen danger that they cannot guard against causes them an amount of terror which is very painful.

25. You cannot give us any direct information of loss of life from collisions with derelicts can you?—I am afraid I cannot. There are so many vessels that have gone down and that one has never heard of, that the only presumption is that the loss cannot be accounted for otherwise than by their having run against a derelict.

26. That of course must be more or less hypothetical?—Yes.

27. Have your informants given full value to the danger from floating ice in the North Atlantic?—Yes, but the great difference is that ice can be guarded against. There are indications from the difference of temperature that icebergs are near.

28. (*Sir George Nares.*) That is an exploded idea altogether. In the Arctic Expedition of 1875-76 it never warned me of my approach to ice?—When you are always in the Arctic regions it cannot make the same difference, but if you are in a warm climate and the ice comes upon you then you feel the difference.

29. When commanding the "Challenger" in the south seas the thermometer was useless in that respect.

30. (*Chairman.*) One more question. As far as I gather at present, your proposal with regard to the destruction of derelicts refers to the North Atlantic routes only?—We are exposed to the danger of derelicts

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in all parts of the world. I should be glad to try the North Atlantic first. But there are a tremendous number of derelicts with which English commerce is jeopardised in the Chinese seas, and the Baltic, and other seas; and wherever our commerce takes us to we are liable to meet with them.

31. There is naturally some difference between derelicts that are in territorial waters and those that are in mid ocean?—Certainly, and I should agree with your opinion as I take it to be, and the opinion of a great many others, that the greater risk is on the Atlantic coast, because the greater passenger traffic goes across it, and the routes are defined routes, and if one of these things gets in the way of a passenger steamer the risk is something awful. It would be a terrible thing to find out the power of a derelict after a collision if anybody ever survived to tell the tale, and of course there should be steps taken against it, and to provide a way of escape. In the China trade and the Australia trade routes there is a great number of them, and I had a long letter and a very interesting one —a copy of which I sent to the "Times"—which I have with me, from the captain of a ship in the Gulf of Mexico off Galveston, saying that he had, since this question of the derelicts was raised in the House of Commons, seen reports from American papers—Chicago and other papers—of it, and he has now written saying that although he did not know me, and had no personal motive in it, he had gathered together no less than 30 captains of ships in Galveston who happened to be there at the time, and they held an impromptu meeting, and banded themselves together to thank me for having taken the matter up, and in one instance offering to gather all along the coast as many cases of evidence to support this movement as it was possible to do, and these 30 captains signed this letter and sent it on to me to the House of Commons. I only mention that as indicating how our English sailors abroad feel in the matter.

32. Those were Englishmen, were they?—Yes, Englishmen.

33. (*Mr. Trevor.*) Along the American coast?—Yes, along the American coast.

34. Why did not they send it to the American Government instead of to the British Government?—I do not know.

35. Or both?—I do not know. They did not do so, but they started from England, and they happened to be out there, and they naturally felt that we would have much more interest in them than the American Government would have.

36. (*Sir George Nares.*) Are the cases you have mentioned cases in which the vessels have struck a derelict or cases of a ship being a derelict?—All those cases I gave are cases of absolute derelicts.

37. How many cases have you in which within the last few years a vessel has certainly struck a derelict?—There is one case I have not mentioned there, but which I mentioned in the House of Commons a short time ago, of a Southampton steamer, a Royal Mail steamer, striking a derelict.

38. An actual floating ship?—An actual floating ship. It was floating matter of a ship, whether the whole ship or not I cannot tell. It is very hard to prove when you have struck an actual derelict, but there is one case in the list which I gave of a vessel from Pernambuco which put in at Philadelphia with an indentation in her bottom, but she put out again after being repaired and had to be abandoned afterwards with 5 feet of water inside of her.

39. Do you remember whether you have given us the case of the "Glenrath" or the "Cragside"?—Yes.

40. Do you know that at the Board of Trade Inquiry it was found she had not struck a derelict at all, but the South-west Bull Rock?—No, I do not know that. That was a case which happened on the 20th May last.

41. Do you know that in fact we must not take the charts furnished by the Hydrographer of the United States as being certain guides, because in analysing even one chart we found that there was a mistake in the case of two British ships. The "Glenrath" was said to have been totally lost through having struck a wreck, but was found by the Court of Inquiry to have struck the Bilge shoal, and the "Cragside" had struck the South-west Bull Rock probably?—That is a matter of detail.

42. Are we to confine ourselves in the matter of fitting up ships for this purpose to one or two men-of-war?—I do not think a man-of-war would be suitable at all for it.

43. One or two ships then?—I think you will find after you try one or two ships that it would be so much to your advantage that you would be very glad to try others in other parts.

44. But we have to consider these things on financial grounds?—I know.

45. However, that is about how far you propose to go now?—Two ships.

46. Then have you thought, with a possible sight of about eight miles on each side, and only being able to journey during the daytime, about what expanse of sea one could search?—I have not gone into those details, but I would suggest the proper steps to take would be to go on the tracks of our ocean-going steamers.

47. Still, we shall have to consider all those questions now in connexion with the case?—No doubt.

48. Are you aware of the decision that was come to by the delegates that attended the Washington Conference on the subject?—I have heard about it—that they were anxious to get the other Maritime Powers of the world to join the Washington Government, and take united action in the matter.

49. But you have never read this Blue Book, publishing the decision come to there by the delegates. I will read it. It is from a Blue Book entitled "Commercial, "No. 7 (1891). Protocols of Proceedings of the Inter- "national Marine Conference held in Washington, "October 16th to December 31st, 1889." This is at the Conference held at Washington on Tuesday, December 31st, 1889, on the subject of "Reporting, marking, "and removing dangerous wrecks or obstructions to "navigation." It says: "Marking other obstructions. "At present it seems impracticable to mark shoals, "reefs, &c., whether they be well known or only newly "discovered, with the exception of those lying near the "coasts of countries having a maritime commerce, "and we consider it unnecessary to press for their "being marked in other localities where they can be "readily avoided by the exercise of ordinary skill, and "the usual precautions known to navigators. For this "reason the Committee have no proposition to submit "to the Conference beyond the introduction, as far as "possible, of a uniform system of buoyage. The "President: The subject before the Conference for dis- "cussion is, 'Marking other obstructions.' The Chair "hears no proposition with regard thereto. The Secre- "tary will proceed to read the next division of the "programme. The next division of the programme is "as follows: (*b.*) The division of the labour, cost, and re- "sponsibility among the several maritime Nations, either "by geographical apportionment or otherwise, of the "removal of dangerous derelicts; and of searching for "doubtful dangers with a view of removing them from "the charts. 1. Derelicts, &c., on the high seas. A "geographical apportionment of the waters of the globe "amongst the different maritime Nations, in order to "divide the labour and cost of removing wrecks and "derelicts, or searching for doubtful dangers, cannot "be recommended for adoption. In the open sea, with "the exception of a part of the North Atlantic, dere- "licts and dangerous wrecks are exceedingly rare, and "as these parts of the ocean are, comparatively "speaking, not much frequented by vessels, the "danger accruing from such obstructions is not one to "warrant the expenditure of such sums of money as "would be necessary to institute a regular service, "sufficient to ensure their removal from regions of "such enormous extent. The news of having sighted "a derelict, is often a week or more old before it is "received by the authorities; a rescuing steamer can "often not be on the spot for another week; the posi- "tion given is in many cases not accurate; and in "most parts of the sea the drift of the derelict is ex- "ceedingly uncertain. It is, therefore, a most diffi- "cult task for a vessel sent out to search for a derelict "to find it; and the expense incurred by such expedi- "tions may often be out of all proportion to the "small chance of finding and removing one. The "geographical apportionment of the waters of the "oceans might, besides this, easily lead to the suppo- "sition that the limits so defined would circumscribe, "moreover, the sphere of political interest of the re- "spective Governments. The President: The subject "before the Conference for discussion is 'Derelicts, "&c., on the high seas.' The Chair hears no proposi- "tion in regard to it. 'The secretary will please read

" the next division. The next division of the report is " as follows:—(2.) Derelicts in the North Atlantic. " In the North Atlantic, particularly in that part of it " bordering the North American Coast westward of a " line drawn from the Bermuda Islands to Cape Race, " Newfoundland, derelicts are so frequently met with, " that they must be considered a serious danger to " navigation. As in these waters, the vessels whose " safety is imperilled by their existence are exceed- " ingly numerous, the number of persons on board of " them very large, and the value of these ships and " their cargoes very great, and as, moreover, the " chances for locating derelicts and for determining " the direction of their drift are particularly favour- " able, the Committee propose that the various mari- " time Powers should come to some agreement respect- " ing their removal. In case this proposition should " be entertained, it is submitted that the respective " Powers should also come to some understanding re- " garding the proprietary rights which may still exist, " whether in the ship or in her cargo. Besides this, it " seems desirable to point out that amongst other " matters that will necessarily have to be considered, " it would be well to take steps to prevent the destruc- " tion of derelicts that might readily have been saved, " and to make sure that in case destruction has been " decided upon, no evidence of crime should be des- " troyed also." Therefore, at this Conference, in which 27 Maritime Powers were represented by 62 delegates, they came to the unanimous conclusion that practically it could not be done?—Because of the matter of expense, I should think.

50. On that do you think that Great Britain had better open the question again as to an international agreement being come to?—I do. Great Britain might do it on her own account, irrespective of all other nations, for her own safety.

51. But do you think that other countries would join us?—I should think the Americans certainly will. It does not much matter that the others should.

52. You stated that the United States Government have fitted out two steamers for this purpose already?—Yes.

53. Do you know what we have been doing ourselves in Great Britain for many years past?—No, but I should be very glad to know. All I know is that the men-of-war and steamers have to report what derelicts they see.

54. Do you know that the Trinity House alone have dealt during the last 5 years up to the 31st March with 423 cases of floating derelicts or wrecks or floating logs of wood round our coasts?—Sunken wrecks I do, but not floating derelicts.

55. But without giving the actual numbers, because I only get the return in last night, a great number of these, certainly about a dozen, have been towed into harbour by the Trinity House vessels.—Just so.

56. And also that vessels on the coast of Ireland and of Scotland are treated in the same way?—Is that a duty, or have they any rules as to searching for these derelicts?

57. Most decidedly. I want to ask you if you know that immediately they hear of a derelict the lighthouse authorities for years past have sent their vessels out with a view of searching for them and removing them?—I am very glad to hear it; I did not know it.

58. In this Trinity House return we have got actually 39 cases in which they have gone out perhaps twice, and searched for them, and nothing has been found. Do you know that practically what the Americans are doing now has been done on our coast for years and years past, and are you aware that the only derelict reported in the pilot chart as having been actually picked up at sea by a Government vessel was a vessel laden with timber, and that when she destroyed this single derelict she released a large number of dangerous articles; and scattered them about to create more danger than the derelict would have created herself?—I doubt that very much about creating more danger. She released a certain amount of wooden logs and a vessel coming against a wooden log very seldom comes against it end on. She is sure to flange off and pass by without doing any harm. In my view they would not be a source of great danger, otherwise than with regard to getting under the screws of vessels, which is a danger certainly.

59. The releasing of logs of wood is a very important matter we find in connexion with these derelicts and destroying them. In a return that has been got out at the Board of Trade within the last three years there have been 103 casualties to British ships attributed—not really attributable, perhaps, because some may be wrong—to floating wrecks or wreckage, and out of those 103 only seven have struck derelicts—actual floating vessels either bottom up or floating right side up?—What happened to those seven, might I ask?

60. These cases are stated to have been due to striking a vessel. None was lost and none was seriously damaged. Ninety-six casualties are stated to have been due to striking wreckage, such as logs of timber and spars, and of these two small coasting vessels were lost; therefore, do you not think that we shall have to consider whether a timber-laden vessel should be broken up or not?—Should be broken up.

61. Should be broken up and her timbers released?—Her timber might be burnt up at once; they might pour petroleum oil on it to burn it up at once, and stay alongside it until it is burnt.

62. But my chief point was that you were unaware of what we have been doing on our own coasts?—Yes, it is news to me, but I am very glad to hear it.

63. You have not analysed the wrecks marked on the pilot charts, I suppose, sufficiently to see that many of the derelicts are merely logs of wood on the American coast, and they would be numbered there as derelicts, but now we are defining a derelict not as a log of wood, but as an actual vessel?—Just so.

64. That will alter the statistics that have been put before the public in connexion with the United States' charts?—Yes.

65. Do you know if anyone has examined it with that view?—The whole thing is quite new. I expect it will be examined in future.

66. (*Mr. Trevor.*) Sir George Nares' last question leads me to ask you, what I was anxious to do, how would you define a floating derelict?—I would define a floating derelict as what had been or is a ship, or the principal part of a ship, abandoned.

67. And you would not include in that definition a single spar or a single floating deal of timber?—I would scarcely call that a derelict, but certainly if it was encountered it should be destroyed.

68. Destroyed—would not that be rather difficult with a floating spar?—I do not think so. It could be grappled. It is a floating spar; it could be easily grappled and hauled up.

69. Referring to the question you asked in Parliament on the 30th of last month, might I ask from whom you got your information in the case of the "Larne." Do you adopt the information given in respect of that vessel?—Yes. I got it from an authentic source, but I would prefer not to mention it.

70. In this case, as stated in the answer to the question that was given to you in Parliament, we have the deposition of the master of the vessel, who being duly sworn deposed as follows: That he was the master of the steamship "Larne," and then he gives particulars of the voyage, and to the usual question that is asked him by coastguards or Customs' officials, or whoever it is who asks, he answers that in his opinion the cause of the casualty was "probably the striking of a floating spar." Now, from your definition, I suppose you would hardly call this a collision with a derelict?—Not a derelict. My definition was that a derelict was a portion of a ship.

71. But in your question—of course it is three weeks ago nearly—you asked whether we were aware that the vessel was "smashed by a floating derelict"?—Yes, that was the question. Upon inquiry I got the captain's statement, the same as you have got there, and if it is not to be published, I will give you the name of gentleman who gave me the information.

72. If you would rather withhold it I do not mind?—I have not got his leave for it, that is all.

73. You have told us that the information has always been given to you, and I do not think, unless the Chairman wishes it, that the name need be given.

(*Chairman.*) No

(*The witness.*) It is a well-known gentleman — of Cabinet rank.

74. Then there is one question more. You said that you preferred Great Britain moving in this matter if possible without the concurrence of other countries?—I would have preferred it.

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75. Have you considered at all the difficulty of one country, without arrangement with other countries, destroying a derelict belonging to a foreigner?—That is what I mean. I mean if England has not the requisite consent to destroy derelicts of other countries, she should do it on her own account.

76. Then I must have misunderstood your answer. I took it that you were anxious that Great Britain should move in the matter without previously coming to some arrangement with foreign countries?—She should arrange with foreign countries as to dealing with foreign derelicts.

77. Without an arrangement with foreign countries a British ship could not destroy a South American or North American ship, for example?—My statement was made on the ground of the report of the Washington Conference meeting of 1887. If other nations think the expense too great and the work too enormous, and decline to join in the matter of expense, it would be much preferable for the English nation to take the whole thing on her own shoulders, inasmuch as she has got more of the commerce of the world than all the rest of the world put together. Therefore, it is to her interest to do whatever should be done on being allowed to blow up ships of other nations on the high seas, as well as her own, and I think other nations would be pleased to allow it.

78. But you agree that it could not be done without their concurrence—the objection is not on the ground of expense; they might agree to go to the expense of it, but their concurrence in the act of destruction would be necessary?—I candidly confess I am not so well up in international law as to know whether the English or any other nation would have the right to blow up any foreign ship in those circumstances.

79. I doubt very much whether we could do it without their concurrence?—That is a point.

80. Then the only other question I have to ask is, have you communicated with Lloyd's as to your Bill that is down for Second Reading to-night?—Yes.

81. Do Lloyd's agree?—They agree.

82. They accept the responsibility?—Yes.

83. (*Sir Courtenay Boyle.*) Have you got any evidence to satisfy yourself as to the nature of the derelicts; is it not the case that a large number of them are timber ships?—I think the greater proportion of them are timber ships.

84. What are the physical steps that you would take to do what you call destroy a timber ship?—I would go alongside of it with a vessel, and I suppose it would be possible to pump out some of the water; and to pour petroleum or other inflammable stuff into her bottom in order to set it on fire.

85. Do you think it would burn?—I am not an authority on the subject so as to be able to say whether it would or not.

86. We are anxious to get your views on the matter, and to see what you really would do; would you burn it?—Burn it.

87. You would not blow it up, but burn it?—I would burn it.

88. You think it would burn?—I think the scientific advances of the nineteenth century are such that you could find means to sink it some way or another.

89. With regard to the Bill; the Bill would operate in this way, as I understand it, that the master of a ship or the captain of a ship coming across what he believes to be a derelict, would communicate with Lloyd's as to the position in which that derelict was; how long afterwards would that information reach Lloyd's?—He might communicate with Lloyd's agent, and there might be arrangements made with Lloyd's agents to have that information telegraphed immediately to Lloyd's.

90. Even so, in what time would the information reach Lloyd's?—Next day I should think.

91. Within 12 hours?—Within 12 hours.

92. And that information would then be how treated?—Immediately furnished to the Board of Trade.

93. And the Board of Trade would then do what?—The Board of Trade, I should hope, would immediately give information to all under its control—to all English ports.

94. To all ports?—To all ports.

95. By telegraph?—Yes, certainly.

96. When would that information reach Liverpool, say?—It would reach Liverpool next day.

97. That is 12 hours more?—12 hours more.

98. What would be the difference in the position of the derelict by that time?—The probability is that the derelict would be found in the Gulf Stream, floating so many miles an hour in a certain direction, which might be calculated.

99. A captain sighting a derelict would be able to ascertain, you think, what was the tendency of the current in the water at that particular moment, and would be able to estimate where she was going?—Not the captain, but the Hydrographers here and at Washington have studied the currents so well that they could fix within a few miles where the derelict might be.

100. Five or six hours afterwards?—Yes.

101. Then as regards the operation of destroying it: what is the suggestion that you put forward to the Committee: that there should be a certain number of vessels told off to do what?—A certain number of vessels told off which were specially fitted for it, I would suggest, on account of the difficulty of carrying coals—vessels of a peculiar construction to carry as much coal as possible, but not necessarily always to use it, but adapted to go over certain tracks, and I would suggest that the men should receive training in looking out for these derelicts, and when they found them they should go alongside and stick to them until they destroyed them with the best means in their power.

102. Considering the area of the Atlantic, how many vessels do you think it would take to make any effective search?—I should think that with the commerce we have on the Atlantic we ought to have a good number of vessels. But I will be content as far as my action in the matter goes if the British Government will simply have two for the present.

103. How many derelicts have you estimated at all that two vessels told off to search the Atlantic would find in crossing it?—I think two vessels off the coast of the Atlantic ought to find, judging by the number of derelicts that have been reported, at least half a dozen.

104. You think half a dozen each?—Yes, that would be 12 altogether.

105. Have you ascertained that probably the highest estimate received yet of the number of derelicts in the Atlantic is about 23?—But if you have got 12 out of 23 you do very well.

106. And do you think that two vessels would find a little more than half the whole number—12 out of 23?—A vessel going out with that special object in view, and especially if they adopted that plan I suggest of laying by at night with an electric light from the mainmast, all the rest of the vessels knowing that she was a derelict searcher would go out of their way to give information.

107. Have you no other suggestion as to destroying them than that of burning them?—I have. You mentioned the case of timber ships, but iron vessels very often have the keel upwards, but they could be blown up.

108. Have you satisfied yourself of any instance of an iron vessel floating?—Yes, there is that case of the vessel at Glasgow, and there was a case off the west coast of Ireland, and one of my own questions referred to it before the House of Commons. In that case she was seen with her keel upwards floating about, and a vessel in that position would be worse than any rock for a seagoing vessel going upon it, and if the captain of a vessel heard of that, and knew that they would be likely to come into contact with it, they would provide accordingly. In such cases the vessel should be discovered and never left till destroyed.

109. (*Captain Wharton.*) May we take it that the justification of the adoption of any measure that involves money is the amount of danger existing, or in other words the frequency with which derelicts are fallen in with?—Yes.

110. What sort of percentage should you consider would justify us in spending any money—how many ships sunk per annum?—I would not go by the number of derelicts that have been found. I take it in connexion with the number of derelicts that we assume or

the number of vessels that we know to have been lost, and of which no report has ever been given. Although they may have come to be destroyed by running upon an iceberg or anything else, yet I assume they are derelicts for the sake of argument. Now, put against that the number of passengers that travel from England to America every year, and every week the total is something enormous. Going back to the history of the past passenger trade, we know that several passenger steamers have been enormously crowded, and have been lost. Take the case of the "City of Boston," and of a lot of vessels that we have never heard of, and of all those people that have gone down in them and been lost— dead men tell no tales. In calculating what we should do, we should remember that traffic on the ocean is increasing every year. The passenger service between England and America is increasing enormously, and if one vessel only runs on a derelict and is destroyed the thousands of pounds that might be spent by the English Government in looking after its own people are surely well spent in saving one ship in 20 years, say, if you like. I will put it in that way, that is the extreme way of putting it.

111. But, even with that argument, you admit that the amount of money should bear some proportion to the object on which it is spent. Supposing it cost 10 millions a year to do it, would you consider the country would be justified in spending that sum if it was proved that one vessel was lost within the last 10 years?—That is a very extreme way of putting it, 10 millions for the sake of one ship, but I think the money element should largely and liberally enter into the calculation.

112. But will you not allow that we must have some evidence first on the subject. You say you assume that these vessels are destroyed by derelicts?—Yes.

113. Would not it be better if you could get some direct evidence, so as to make the case much stronger?—Of course, if you could.

114. You mentioned many steamers as having been lost, and large vessels, but do you know of any large vessel that you believe even to have been lost by coming into contact with derelicts?—I mentioned the case of the "City of Boston."

115. Can you tell us of any other?—The "Naronic." That was not a passenger ship, but was built for cargo, yet she had a good number of passengers on board.

116. Do you consider that she was wrecked by a derelict?—Certainly; and that is the opinion of the Chamber of Commerce of Belfast where she was built.

117. Do you know that the "Naronic" crossed the Atlantic in February 1893?—Yes.

118. Do you know that in her track there was a large field of ice 300 miles long which she had to pass through?—That is the previous journey.

119. No, that was the same journey?—She had nine journeys.

120. She was on her seventh voyage, but I mean, when lost, there was in her track a very large amount of ice at the time she was lost?—I believe there was.

121. In that case, there were several hundreds of miles of sea covered with ice, and why do you assume she ran on a small speck like a derelict, rather than on a large mass of ice?—Because the navigation on board these American steamers is so good, and the commanding officers so able and clever, and the lookout so well kept, especially on the passenger steamers, that they can always tell the near approach of ice almost to a certainty.

122. Do you know that of your own knowledge?—I have often been on the look out, and I have watched and seen the men at it, and I have crossed over the Atlantic many times.

123. How are they to see a piece of ice floating level with the water?—They do not see it except in the daytime. They would see a dark thing on the water, but they feel the ice first—they feel the change in the atmosphere.

124. That is a question that has been very closely and largely gone into?—It is a technical question, and those in authority like Sir George Nares understand the matter much better, and can give an opinion. But I have crossed the Atlantic several times, and the feeling of all the navigators I have ever been with is that they dread running on a derelict much more than the prospect of running upon ice.

125. Did you ever see this telegram from New York of March 30th, "Bottle picked up, New York, March "30th. The 'Sun's' Norfolk correspondent' telegraphs that a champagne bottle has been found on "the beach at Ocean View, Virginia, containing a "letter alleged to have been written by John Olsen, "a cattleman, on board the White Star steamer "'Naronic.' It is dated February 19th, and runs as "follows:—'The ship is fast sinking It is such a "'storm that we can never live in the small boats. "'One boat with its human cargo has already sunk. "'We have been struck by an iceberg in the blinding "'snow. The ship has floated for two hours. It is "'now 3.20 in the morning, and the deck is level with "'the sea.' In conclusion the writer asks the finder "of the letter to report to Messrs. Kerseys, the New "York agents of the line." Do you still think the "Naronic" was lost by collision with a derelict?—In answer to that I would simply say that those who have travelled much at sea, especially on the passenger steamers between New York and Liverpool, know that amongst silly fools it is a very absurd way of practical joking to send messages in bottles, throwing them overboard. When that report appeared it was classified as a practical joke. When a vessel is known to have gone down there are many silly fools who do that sort of thing who really ought to be punished if one could punish them for playing practical jokes of that sort. I have seen it done on board steamers on the way to America, and it is a lamentable thing. I hope it is not true in this case, but it is known to be frequently done.

126. But still you think it is more likely she was struck by a derelict which we do not know to have existed, than that she struck on the ice, of which there were thousands of square miles?—I believe so myself, and I believe the people in Belfast believed so, where she was built, as well as the Chamber of Commerce. I do not know the ground they have, except that people on board these steamers are always on the look out for ice, but they cannot guard against a derelict.

127. As sailors we cannot agree with you, because there is nothing to warn one of the approach of ice there at all?—I was startled to hear Sir George Nares' observation to that effect.

128. I have had a great deal of experience, and from observations that have been taken, I can assure you that the fall in temperature is absolutely no guide at all to the approach of ice. I tell you that of my absolute knowledge. I have paid a great deal of attention to the case, and it is a thing we used to teach our young officers, that the approach of ice might be so found out, but the theory was founded upon entirely erroneous statements, and there has been such a mass of evidence to the contrary, that we cannot accept it for one moment. Then, with regard to your proposition about the marking of derelicts, and informing people of derelicts, how do you propose that should be made use of by sailors. Supposing that a sailor knows a derelict is in a certain latitude and longitude, what do you think he will do?—If we had this searching ship, and if the sailor happened to come across it at night, it would be his duty to report it.

129. I mean the vessel sailing. The Board of Trade telegraph to Liverpool, saying when a derelict has been seen in the Atlantic, and so on, and a vessel sails next day. What would he do if he knows there is a derelict there?—It would be the duty of the Board of Trade to tell him where that derelict would be likely to be, and then when he gets there he would use extra caution. That is all he could do.

130. He would keep a sharper look out than usual?—Yes.

131. That is the sole thing he could do?—That is the sole thing he could do under the circumstances.

132. If you told the look-out every night that he was to keep a sharp look out because there might be a derelict within 100 miles, do not you think it would get rather monotonous after a time?—I do not think it would do any harm to keep a sharp look out.

133. Your experience of sailors leads you to believe that they would keep a sharper look out at night than usual under those circumstances?—I think it would be very advisable to keep a sharp look out if there is a chance of falling in with a derelict, even if there is no certainty.

134. Of course it would be, but the vessels go so fast now-a-days, that if you do not report a vessel ahead, in an instant you may have a collision, and how can a

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man look out any better than he does now?—If you believe what sailors tell you they look out very badly now on sailing ships.

135. You think the mere fact of telling them to look out for a derelict, rather than for anything else, would make them look out more sharply?—Yes, I believe it would. People dread the unseen and the unknown more than anything else.

136. That is the only precaution that they could take to avoid them?—It is part of it.

137. Do you know whether the Cunard ships, which have traversed the Atlantic longer than any other line, have often seen derelicts. Have you any evidence to show from them the great danger which these derelicts are?—I know that the officers of the Cunard steamers signed the petition to the Board of Trade. I know that much, but I do not know that they saw any more than anybody else. They take a different route from any other line of steamers.

138. Should you be astonished to hear that in all the years the Cunard vessels have traversed the Atlantic, as far as the Company make out, there have only been six or seven cases in the whole years of their travelling. You understand what I am driving at—it is the question of frequency?—I quite understand.

139. My view is that we are not justified in doing anything unless the danger is great. You are quite right to assume on your side that the danger is great, and that all these ships are lost by derelicts, but do not you think the Government should ascertain, as far as they can, whether that is so or not?—Yes, quite so.

140. This is a letter from the manager of the Cunard Company on that subject: "The Cunard "Steamship Company, Limited, General Manager's "Office, 8, Water Street, Liverpool, April 16th, 1894— "Dear sir: We shall be most happy to facilitate the "object of your chairman and his committtee, but I "am really at a loss whom to send. The writer has "been watching the various ship's reports for the last "decade for any derelicts reported on the North "Atlantic route, and though any information of such "is usually exchanged between the principals of the "various lines, he does not remember more than two "or three derelicts in the whole of that time, and is of "opinion that none of our masters, even those that "have been crossing for 30 years, have seen more "than half a dozen in the whole course of their "experience. It would therefore seem purposeless "sending a representative to say so little; but if you "think otherwise, I am entirely at your service to "send one of our captains to give his experience." That is signed by the general manager?—Might not that arise from the fact that the Cunard steamers invariably take a more southern route than any other line.

141. Then the derelicts always go in one line, do you mean?—No; but if there is greater traffic in one line than in another there is more likely to be collisions with derelicts there than in another line which is not so much frequented.

142. You mentioned just now, I think, in your remarks that the "Kearsage" had been hoist by her own petard; that is to say she had run upon a derelict?—I was under that impression.

143. Do you know that the captain has been sentenced by court-martial for neglect of duty for the wrecking of his vessel on a well-known reef in the Carribean Sea?—Then I withdraw what I said. I was not sure.

144. You have said that the Americans for many years have been taking steps to destroy wrecks. Can you tell us for how many years?—Three years nearly.

145. You have that information?—Yes.

146. What does that information rest upon—as to the three years—where do you get that from?—I have got that from Mr. Jaffe.

147. I can tell you my information is that the first action on the part of the United States was in June, 1893?—Not before then?

148. Not before then.

149. (*Sir George Nares.*) And then it was on their own coast.

150. (*Captain Wharton.*) The "Kearsage" was sent on a short cruise and then wrecked. The other vessel, the "Vesuvius" was a ship which had not gone at all except to destroy wrecks along the shore, which as Sir George Nares has pointed out, has been done in this country under Act of Parliament for many many years, so that now you can relieve your mind on the point of this country being behindhand. We have done for many years what the United States have done for one year?—Not only should we not be behindhand, but we should be very much to the fore in that matter. I am very glad to hear we are not behind, for I certainly thought we were.

151. There was a question asked in the House of Commons in which you mentioned that there were 400 derelicts?—That is wrong. It is a misprint that originated in Washington. It was a misprint of 400 for 40.

152. (*Sir George Nares.*) Have you seen the Pilot Chart issued for April?—No, I have not.

153. It appears by that Chart that there are only six derelicts that are at all near the line between the English Channel and New York, and that out of those six, three were reported in February. Now what I am aiming at is to know whether you have any information as to the life of a derelict—how long she floats—besides those long drifts that you have told us about?—That is the only information I have. In the matter of a wooden ship, some "Black Ball" line of Australian ships are afloat now I am told, travelling up and down, and if they become derelict, they last an interminable time. Nothing will sink them, because they are old timber ships, so there is nothing to prevent an old timber ship living for 50 years if undisturbed.

154. As far as the United States information goes, there are only six derelict vessels, and four of them have not been seen since February, and therefore may we not take it that most of these have sunk by this time?—I hope so; but I do not know that we have any reason to take it that they have sunk.

155. They have withdrawn from the Chart all vessels that have been sighted previously so that I suppose we may take it that the United States Hydrographer considers that all the others previously reported, but not met with lately have gone to the bottom?—There is one question that will influence this subject of derelicts very much, that is that we are building less wooden ships now every year, and there ought to be less derelicts.

The witness withdrew.

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Mr. OTTO JAFFE called and examined.

156. (*Chairman.*) You are a member of the Belfast Chamber of Commerce, are you not?—Yes.

157. And a shipowner?—A shipowner.

158. Will you give us any information that you possess that will assist the Committee in carrying out their inquiry into the danger to navigation arising from floating derelicts?—I have very little information on the subject, except as to the time when the "Horn-"head," a Belfast owned steamer, and the "Naronic," a steamer built in Belfast, were both lost without leaving any trace whatever, and it was presumed they struck a derelict. Some week previous to the 16th of November, when I introduced this subject to the Chamber of Commerce, I had seen some notice in a paper—I am not able to give the name of it—that the United States were taking steps to destroy derelicts, and I thought that the British Government might see their way to join. That was the origin of my bringing the subject before the Chamber of Commerce, and it was gradually taken up by one Chamber of Commerce and another. Mr. Macdona interested himself in the subject before I did. I saw in the month of July a notice of his having done so. I myself struck a derelict some 20 years ago as passenger on board a steamer, at least it was presumed to be a derelict. It was at night time. I was reading in the saloon, and I felt most distinctly the shock we got and the grating noise, and at the same moment our propeller was gone.

159. (*Mr. Trevor.*) Was that in the Atlantic?—In the Atlantic, about 600 miles from Queenstown.

160. (*Chairman.*) What was the name of the steamer?—The "Celtic," one of the White Star Line of steamers.

161. We have here a long list of damage to ships, but where has this information come from? You have sent it, I believe?—No, the Navy Department have. The Board of Trade records I have got here from the Navy Department at the Hydrographic Office in Washington of the 4th of December 1893.

162. Will you read that?—"Navy Department, "Bureau of Navigation, Hydrographic Office, Wash- "ington, D.C., December 4th 1893. Sir: In reply to "your letter of November 22nd requesting full par- "ticulars relative to the statements made by you at "the meeting of the Belfast Chamber of Commerce in "the matter of derelicts, this office can substantiate "your statements excepting in respect to the number "of derelicts charted and afloat on the edge of the "Gulf Stream between Cape Hatteras and the Great "Banks of Newfoundland." When I introduced the subject, through a misunderstanding of a report of a captain I made a statement that 400 derelicts were met with between Cape Hatteras and the Banks of Newfoundland, and I was anxious to get that statement confirmed by the Hydrographic Office, as it was presumed that the statement was made by this captain at the Hydrographic Office, and it appears that it is not 400 reports of derelicts, but 400 weather reports that daily come into the Hydrographic Office, and this that I am reading is in answer to my inquiry whether I was right or not. Now they give the real substance of the matter. "During the five years from 1887 to "1891 the number of derelicts, wrecks, &c., charted on "the Pilot chart was 957, of which 332 had their drift "tracks plotted. This shews an average of 16 for "each month of the time covered. It is also found "from the figures in our possession that a derelict "remains afloat for an average of 30 days. These "figures pertain to the North Atlantic and to the "most frequented channels of commerce in the North "Atlantic, but not all that were reported were "between Cape Hatteras and the Great Banks. The "number charted on the October Pilot chart in that "vicinity was 14. In regard to collisions with dere- "licts, this office has a record of 38 collisions during "the years cited—an average of nearly eight annually. "Lumber laden derelicts remain afloat longer than any "other class. But two cases of iron derelicts remain- "ing afloat for any great length of time are on record "in this office. One is the coal-laden iron ship 'Ada "'Iredale'; she was on fire from a spontaneous com- "bustion of her cargo of coal, and was abandoned on "October 15, 1876, in Lat. 13° 30′ S., Long. 107° 45′ "W.; she was towed into Papeete, Society Islands, "June 9, 1877. Her drift was 2,423 miles. She was "repaired, and is now in service as the bark 'Annie "'Johnson.' The other is the coal-laden iron ship "'Oriflamme' abandoned on fire June 18, 1881, in "Lat. 18° 12′ S., Long. 92° 42′ W., she drifted ashore "on Raroria Island, Low Archipelago, February 12, "1882, after drifting 2840 miles." I believe these letters have been published.

(*Chairman.*) Yes, we have got a copy here in the Liverpool Journal of Commerce.

163. (*Mr. Trevor.*) Who is the letter from?—From the Hydrographic Office—from Mr. Sigsbee, Commander of the United States Navy and Hydrographer, and it is addressed to myself.

164. (*Chairman.*) Can you tell me from whom the Hydrographer gets his information?—I do not know if the whole letter is published. It goes on: "Vessels of "the United States have been employed occasionally" —I suppose that paragraph is not published—"have "been employed occasionally during the past five "years in destroying and removing wrecks and dere- "licts; 36 have been destroyed or removed since 1887. "Recently the 'Kearsage,' 'Vesuvius,' and 'Fern' "have been active in destroying wrecks, complaints "from shipping companies having been very urgent. "The last dangerous wreck destroyed was by the 'Kear- "sage,' namely, the 'John Holland,' off Cape Henry, "Virginia, on November 3, 1893. The 'San Fran- "cisco' also destroyed one. Recent pilot charts have "contained sufficiently full particulars of these opera- "tions. Although it has been the practice to assign "naval vessels to destroy wrecks and derelicts, when "circumstances have permitted, there has been no one "vessel detailed exclusively for this work."

165. Yes; but that does not quite meet my point?—Then comes the next paragraph: "The Hydrographic "Office has 11 branch offices and nearly 3,000 volun- "tary weather observers. Our observers report to the "branch offices all wrecks and derelicts sighted. The "reports are forwarded daily to the main office and "special cases are immediately reported to the Secre- "tary of the Navy by the Hydrographer. If the case "is deemed urgent operations are begun against the "wreck by telegraphic orders. This office receives "daily an average of over 400 meteorological reports "of the North Atlantic from co-operative voluntary "observers." Those are captains and 1st and 2nd offi- cers, mostly of steamers, and mostly of British steamers, as the majority of the traffic is done by British ships: "With these reports sent in daily from the branch "offices come special reports of wrecks and derelicts "sighted as reported by our voluntary observers and "as extracted from newspapers wherever available. "Although our observers constitute a very efficient "patrol of the tracks most frequented, without doubt "there are many derelicts afloat that are never re- "ported. It is regretted that the list of cable words "sent by you with your letter of November 22nd does "not cover the state of the case, as I have reported in "this letter; that is to say, the Office could not cable "that there were not 400 derelicts from Hatteras to "the banks of Newfoundland, but that the 'Kearsage' "had been cruising. In addition to the Pilot Chart "this Office publishes a weekly bulletin of matter for "which there is not sufficient room on the Pilot Chart. "The Bulletin contains a list of wrecks and derelicts "reported. The spirit shown by our body of voluntary "observers, which includes mariners of all nations, is "most admirable. There seems to be no trouble "within the bounds of reason that they will not "willingly undertake in behalf of this Office. They "appreciate the fact that our work is co-operative in "its character; that a report sent in by each indi- "vidual is compared with the reports from other "sources, and that all which is directly valuable is "sent out again for the general benefit. There is sent "you to-day a copy of the Hydrographer's Annual "Report for each of the years 1891, 1892, and 1893. "There was also sent you on November 27th one copy "of the Pilot Chart for each month of June, July, "August, and September, three copies of the October "and November Pilot Charts, three copies of the "Supplement to the November number, three copies "of the Wreck Chart, and one copy each of the "Weekly Bulletin for the month of November. "Thanking you for your interest, and wishing you "and the Chamber of Commerce of Belfast success in "your undertaking to bring the matter of wrecks and "derelicts to the favourable attention of the British "Government,—I am, yours respectfully, O. D. SIGSBEE, "Commander, U.S. Navy, Hydrographer."

166. Have you much personal knowledge of the navigation to America?—No, except as a passenger I would not consider I had.

167. Do reports that reach you confirm what the Hydrographer says?—I have got here the report of the "Cragside." That is one of the last ships that is presumed to have struck a derelict.

168. But we should know as accurately as possible the details of the striking, and what sort of derelict it was. Does it give that?—No, it struck her going from Boston to Montreal.

169. That was practically in territorial water, or almost so?—In Canadian waters. I do not know the light sufficiently. It says in the protest "On the 19th "when Green Island light country harbour in the "county of Guysborough Province of Nova Scotia was "sighted at a distance of about nine miles on port "bow, the ship at the time steering an east by north "course. They continued on this course until 'Green "Island' light bore north five miles distant as was "carefully ascertained by taking four points bearings. "The course was then altered to east by south, and "they proceeded on weather being fine except a hazy "atmosphere and a heavy sea running on to the shore. "The horizon, however, could be clearly seen a distance "of from two to three miles. At 11 p.m. Green Island "light disappeared. About midnight they sighted "Whitehead, the light being nearly north-east, and "from six to seven miles distant. At this time ship "was steaming at full speed, and still steering east by

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"south. About half-past twelve on the morning of the "20th, weather being clear and no broken water in "sight the ship suddenly struck on some submerged "object (which these appearers believe must have been "a sunken wreck) with such violence as to throw her "heavily to starboard and stop her headway."

170. The sunken wreck is a matter we are not dealing with. The scope of our inquiry is confined to floating derelicts, and once you come to striking a thing on the bottom it is as likely as not to be a rock?—They say "The engines were stopped immediately, and the lead "thrown over with 17 fathoms of line, but no bottom "was found."

171. At the preliminary inquiry they assume it to be very probable that she struck a rock. We have got the case?—That is the protest of the captain which I have read from.

172. On the finding of the court?—No, this is the original protest which the captain entered in the Province of Nova Scotia on landing. There is some doubt by the authorities whether it was a derelict or not, and there is no doubt that in a good many cases——

173. No; they think the probabilities were that it was a rock; they mention the Bull Rock?—There is no doubt that a ceriain number of reported collisions with derelicts have got a similar explanation.

174. They might have struck vessels or rocks on the bottom?—This is only a protest that the captain entered.

175. Without going into very much detail, perhaps you can tell us if you have any practical suggestion which would make the thing better?—As a matter of evidence, if your Lordship allows me, I would only mention the facility with which the petition deposited with the First Lord of the Treasury was signed. It was got up entirely by myself and people representing over 2¼ million tons of shipping signed it, and everybody was only too glad to sign it. There was no difficulty in getting the signatures.

176. (*Mr. Trevor.*) There never is?—I beg your pardon; it is very difficult to get captains to sign anything as a rule.

177. But the terms of that petition are very general.

178. (*Chairman.*) It does not follow that they ever experienced such a case themselves. It is very easy to sign a petition like that for somebody to do something?—And I believe there is not a captain that has navigated the Atlantic two years in succession who has not seen some vestige of a derelict.

179. Can you give us the names?—No; but if I am allowed to say so now, if there is nothing done now I will endeavour to get the names of captains and information as to where and when they have seen them, only it is exceedingly difficult to get such statements together. Even this petition—and this is only part of it—has gone all over the East coast of North America from I might say St. Lucia to Montreal, and from Bayonne to Hamburg and Great Britain.

180. If I might say so, there is nothing practical in that?—No.

181. It is simply a request for an inquiry, and that is what we are endeavouring to carry out; and what we want to do first of all is to establish that there is a great danger to navigation from derelicts, which is a point rather questioned by many, and it is also a subject which is open to very grave consideration. We are endeavouring to find out actual facts, and if you can assist us with people who have seen these things, and who can give us full particulars about them, you will be doing us a great service?—The Pilot Chart of the United States is probably the best authority.

182. Do you know that?—That is the monthly chart, and then there is the Liverpool Journal of Commerce. It has published in January or February of this year for the first time, and it is endeavouring to publish on the 1st of each month a list of those derelicts that have been seen.

183. (*Mr. Trevor.*) By whom?—By captains—reported cases.

184. (*Chairman.*) You put the position on the chart—it is noted on the chart?—No, this is the "Liverpool Journal of Commerce"—the newspaper—the technical shipping paper. They are publishing now every month a list of the known derelicts.

185. But how long after date?—They publish them on the first of each month.

186. But it is recorded that a derelict was seen a month ago perhaps?—Yes, some.

187. Can you say, as a practical man, that there is any object in that; is it any use to anybody?—No; it is only the best they can do. The United States are publishing them every week.

188. But do not you think that information as it is received, after it has been reported at the Hydrographic Office and issued, is not only of no use; but that it is worse, for it is actually misleading?—I would hardly call it misleading. It is the best they could do. They could not publish it every day.

189. No; that is just it. If you could immediately convey the information to a captain that a derelict is in such and such a place he would avoid it. But perhaps that chart shows the position of all the derelicts for the past three months?—The position—much longer sometimes I should think.

190. (*Mr. Trevor.*) But derelicts do not stand still in the ocean?—No; but they give the position for more than three months. They show the drift for a year perhaps.

191. (*Chairman.*) But they can only be borne out when the derelict has come ashore. That is the only absolute certainty of the direction of a derelict—the fact of it having appeared?—No; the names are seen, and the names are painted on them sometimes.

192. (*Sir George Nares.*) In the Sagasso Sea they go round and round?—They are positively known, and sometimes they are drifted backwards and forwards with the north-westerly gale. Take the case of the "Ems" the other day, one of the Bremen line of steamers going to New York; I am not sure if she started from Southampton or Gibraltar. Steamers that get disabled are generally seen so long as they remain in the main track of traffic by other steamers every third or second day. If you read up the reports of shipwrecked crews they say generally "We saw a ship coming near so and so at more or less short intervals," so that you might presume that a derelict is also seen often by passing steamers if you consider that they cannot be seen far. You can only see them for four or five miles at the outside, whereas a steamer you might see 10 or 12 miles in clear weather. They are therefore fairly accurately reported. They are not long adrift without being seen.

193. (*Chairman.*) Yes, but the report can give no accurate information as to the position of a derelict, and if a vessel goes to where a derelict was seen it is a hundred to one they will not find her?—No; but they would know the current. For instance, if a derelict has been traced along a certain track, and the current is known, she could be traced further on.

194. They could compute that if the drift was always the same, but it must be affected by wind and all sorts of things, and also by the variation in currents, which are not accurately known?—Yes; I do not say it would be easy to find them.

195. (*Mr. Trevor.*) Can you at all suggest where they ought to be looked for?—Yes.

196. A month after that chart is published?—Yes, because you see them a month before.

197. And you know which way they are going?—More or less.

198. How?—Because the currents are known, and it is known when there was a storm.

199. (*Chairman.*) They are known very roughly—there is a very great element of uncertainty?—Yes. But if it was a matter of certainty they would be picked up, because it would be advantageous to do so from a mercantile point of view.

200. These derelicts, which are constantly seen, I take it are outside the line and not on the track of the ocean routes between England and the United States?—There are a great many just come up with the Gulf Stream and just crossing before the Gulf Stream goes higher up. I should say that a good many are just *here* (*pointing on the chart on the wall*). And the chart monthly shows that the greater number is seen *here*; there are few seen *there*. It is the drift of the Gulf Stream.

201. Do not you think it is very strange, if these derelicts are about in such numbers, that we have no information of them in this country, but only from

America?—But every captain knows about it. I do not know if you have the whole petition here, but the first captain who signed that sheet that came back to me——

202. Yes, in the petition they are signing their names to a sort of proposal?—Oh, no, this was the first sheet that came back to me.

203. They signed this petition to join the United States Government in getting rid of derelicts, but they never report them in this country. Why is the whole information from America?—In the petition it says in one place that two derelicts were passed, barely avoiding collision. That was the first captain.

204. It does not say where they were, and we have no knowledge of that, because this might have been close in shore?—Yes.

205. We should like to know more about it being a derelict. How do you know it was not ice?—You know the temperature falls.

206. I am told that is an exploded fable?—I do not know. You would find, generally speaking, it gets very chilly when you get near an iceberg.

207. But my point is that we must look to what these reported collisions with derelicts amount to, we cannot be satisfied with the general statement that a derelict is seen. We want to know what sort of derelict it was. Was it a piece of wood or the hull of a ship, or what was it? All that is very important when you come to go into the matter closely?—If this inquiry should lead to no definite proposal, I had it in my mind to solicit statements from captains giving if possible the latitude and longitude of any derelicts they have met with in the last two or three years, but it would be exceedingly difficult to get up such a statement.

208. (*Mr. Trevor.*) But even if you did, how would that effect the question of this petition which is only asking that the two Governments should combine for the purpose of destroying derelicts. If you had 20 or 30 statements from captains, of derelicts seen at such and such a date in such or such a latitude or longtitude, how would you start if you had the power of destroying derelicts? Where would you send a vessel to look for one a month afterwards?—If I had the power I would take the liberty of suggesting that an obsolete vessel or two from amongst Transatlantic steamers should be bought at a cheap price, and that they should be sent out, and, if possible, that they should show special lights—for instance, they should show a beam of light from an electric search light at an acute angle to the horizon so that any merchantman—any vessel that has met a derelict within a day or two days—would bear down on that ship at night, and in daytime show flags of special design, to let them know that they have met with a derelict and, as far as they can give the latitude and longitude, they should do so.

209. (*Chairman.*) Does not it strike you as remarkable that we have no knowledge at the Board of Trade, so far as I know, of the large number of derelicts seen in the Atlantic. What I mean is this—we seem to get a certain amount of information from the other side of the water?—Yes.

210. Therefore one is a little bit inclined to ask the question: If these dangers really exist in the numbers reported why do not the captains of our ships, in their own interest, report them in this country. They can do so. They can do it through their owners or through the Customs?—Most of the reports are from English captains in the weekly list of the Hydrographic Department—the majority of the reports.

211. In Washington?—Yes.

212. Why do not they do it on this side?—I have no authority to say so, but I am afraid they are not encouraged to do so here, and that they are encouraged to do so in the United States.

213. If they are not encouraged to do so there must be some reason for that. Are they discouraged doing so, do you think?—No. It would be nothing but fair to mention that amongst all the lines that have signed the captains of the Cunard Line did not wish to sign this because they did not attach great importance to the subject. I have not got the letter with me but you can get it. Otherwise I have got 20 or 30 letters, and everybody is asking and sincerely hoping that the British Government will see their way to join. I was under the impression that this Committee would not sit very long, but if you will allow me I will send you all these letters—the letters that I got back with the petitions referring to the subject.

214. You hope that the British Government will assist the United States?—Yes.

215. Have you any idea what the United States Government propose to do?—They have so far been unfortunate that one of the steamers that has looked out for derelicts has been lost.

216. (*Captain Wharton.*) She was looking for derelicts at the time?—I believe so, or was on hydrographic business at the time.

217. (*Mr. Trevor.*) That would not be derelict business?—No, but they have detailed no men-of-war. They say in the letters, "Although it has been the practice to assign naval vessels to destroy wrecks and derelicts when circumstances have permitted, there has been no one vessel detailed expressly for this work."

218. (*Chairman.*) You say that the "Kearsage" and "Vesuvius" have been hunting derelicts?—Yes.

219. Can you tell us where they were looking for derelicts. Is it in territorial waters or mid-Atlantic?—Mostly in territorial waters, I think. I have got here the annual report, but I do not believe they give the latitude and longitude.

220. Can you tell us what you understand by the word floating derelict?—A wreck that is floating.

221. (*Sir George Nares.*) A wrecked vessel floating?—Floating.

222. (*Chairman.*) You do not include in derelicts anything like baulks of timber which have been released, or spars?—Spars I would call wreckage.

223. (*Mr. Trevor.*) But not a derelict?—No. They are very dangerous, particularly to propellers, because they are all upside down and you cannot see them. A beam of wood a ship goes off from with a sheer, whereas spars, and especially masts and spars, if they are still joined together, are really most dangerous things, because you do not know what is under the water.

224. (*Chairman.*) That is dangerous to propellers?—Yes, particularly dangerous to propellers. A mast with a yard on it, or with part of a yard on it, I would consider a most dangerous object.

(Adjourned for a short time.)

225. (*Mr. Trevor.*) Have you got a sample of the Liverpool Chamber of Commerce cuttings?—There are quite a number of cuttings here. That is the new Journal of Commerce and cuttings (*handing in a cutting*).* It is considered one of the first commercial papers.

226. (*Sir George Nares.*) I think you alluded to the October Pilot Chart for 1893?—Yes. The number put on the October Pilot Chart in that vicinity was 14—speaking of Cape Hatteras and the great banks of Newfoundland.

227. Now as to the 14. What do you take the compiler of the chart to allude to there? What does he mean by the great banks?

(*Captain Wharton.*) The great banks of Newfoundland.

228. (*Sir George Nares.*) What do you take him to mean by 14 derelicts. Actual floating vessels?—Yes.

229. But the chart does not show that. Do you remember the written statement that is found on the chart with regard to the 20 dangerous obstructions to navigation along the coast. Which would you say was the greatest danger to navigation, an actual sunken wreck in shallow navigable waters and stationary, having practically become a rock, or a floating derelict moveable?—A stationary one.

230. Then it would follow from that that it would be much better for an international agreement to be started, if any at all were started, in connexion with the actual wrecks that are on the shore?—No, whereas all those that are on shore, if any ship should strike them, they would be near land, and the passengers or the crew would not be lost, in all probability, whereas if they struck a floating derelict in the Atlantic, the chances are that they would be totally lost and nobody saved.

231. Do you know the practice in English waters at the present moment with regard to this, which you own

* *See* Appendix B., p. 73.

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is a much worse state of things, regarding sunken wrecks in a shallow navigable water?—With regard to the Board of Trade or the Admiralty, I do not know which department deserves the credit of the great punctuality in United Kingdom waters, but it is attended to with the utmost possible speed. We had a case in the Belfast Lough quite lately as to a light-ship or beacon being shown for a sunken wreck.

232. (*Mr. Trevor.*) Is that the case of the "Xanthus"?—I do not know. It is on the County Down side, not he County Antrim side, and it was quite lately.

233. (*Sir George Nares.*) You ask us to approach other Governments with the special object of dealing with derelicts, but taking a single shore dealt with in one publication of this United States Chart in October, there are actually 20 sunken vessels within a few miles of the shore, and these form dangerous obstructions to the coast navigation. Would not it be better to set to work to remove these first?—In case of any ship that gets damaged near the shore there would be the chance of saving life—I will not say property.

234. Now, dealing with the derelicts that are published on this same Pilot Chart for the United States that gives all this information, you would say that a statement like this is rather frightening to coasters going up and down the coast, would you not?—Yes.

235. In this same chart some of the derelicts that are counted up are only actual spars; they are not ships. Some of them are buoys that have floated off, but still they are counted up as derelicts. Have you gone into the study of the question?—I have studied it, but I believe I have never got them all. Some charts were lost that were sent to me, but I have got the charts since.

236. You have seen a statement of the great number of derelicts in a certain number of years?—The Hydrographer of the United States does that.

237. Are you aware that these are not all vessels bottom up?—Oh, yes, there are spars and yards, probably with spars together, and buoys and things that get adrift generally—things that are generally drifting in the Gulf Stream.

238. What do you think is in the public mind when these statements are made? Do not you think they consider that the number of derelicts mentioned are actual floating ships?—I am afraid I have been guilty of misleading the public mind in my first statement, but since then all the statements that have been made by myself and by a good many others are correct statements, and refer to nothing but floating objects. I may refer to a statement I made on the 16th November through misunderstanding a report that came from one of the captains.

239. But do not you think that when a general statement is made the people who receive that general statement accept it in a totally different mind very often?—But it has been corrected. It has been corrected as largely as possible through the press, and since then the matter has only been followed up on what you might call the moderate statements.

240. Now supposing with the drift of the Gulf Stream we could clear away the derelicts within 40 to 50 miles of the shore of the United States we should clear away a good many that afterwards would float out into the Atlantic?—Yes, and they would be driven by the Gulf Stream farther to the east.

241. Then if Great Britain already clears her shores for 40 or 50 miles seawards, would it not be a step in the right direction if the United States would do the same with her shore?—Certainly.

242. You would not want a British ship to go over there and clear away derelicts close to the United States shores?—No, but there are the Canadian waters, and there are the West India Islands, which have considerable traffic. This very boat, the "Cragside," may she have struck a sunken rock, or may she have struck a derelict, she was still in British waters.

243. You told us that the United States two vessels, the "Kearsage" and the "Vesuvius," looked out for derelicts mostly in their own territorial waters?—If I said so I was led to say a thing which I was not positive of; but certainly we are generally clearing away wreckage near our own shores.

244. But supposing that they were looking out for derelicts in their own waters, do you suggest that Great Britain should join them in doing that work?—No, but they have gone beyond what is called the three miles, or trade 40 mile limit.

245. (*Mr. Trevor.*) Assuming that something is done in the matter of these derelicts, what is your suggestion as to the mode of destruction? How would you destroy them?—It would be a matter very much of individual cases. In case of a wreck such as is nearly flush with the water quite different means should be adopted from those adopted with regard to a vessel that can perhaps be towed to a safe harbour.

246. Towed to a safe harbour; is it the idea that if you meet a derelict in mid-Atlantic the vessel should be towed?—Under certain circumstances.

247. Towed many thousands of miles to a harbour on one side or the other?—Yes.

248. That would take a deal of time, would it not?—A considerable time. I suppose the vessel would hardly tow more than 120 miles a day, so that you could calculate if you met it in mid-ocean what it would take, and then, besides, she would probably part company.

249. And you would have to find her again?—Yes. We know positively that it is a very easy matter to break a hawser when a vessel is in tow.

250. And the towing of one derelict might take up the time of a vessel for a very long time, and the vessel towing would not be available for looking out for other derelicts during that time?—Quite so.

251. The witness who preceded you suggested that any derelict found should be burned, or destroyed by burning?—Some would not burn.

252. That is exactly what we endeavoured to elicit. Would you agree that some would not burn?—Certainly.

253. Did not you cite in your evidence before the adjournment a case in which you said there was a derelict on fire from spontaneous combustion of coal?—That was from the hydrographic report.

254. But yet, notwithstanding the fire on board, the derelict was not destroyed?—Just so.

255. So that you would not favour burning as a mode of destruction?—Iron ships you could not burn.

256. How would you get rid of them? Could you sink them?—Yes, generally speaking you could.

257. How is it that such a derelict has not sunk before your ideal vessel falls in with her?—If an iron vessel with a cargo of coal begins to burn she might float for ever, and, in fact, if a boat with water-tight compartments should turn over, I believe she could float for ever.

258. Has your correspondence with the United States Hydrographer been a personal correspondence? Did you commence it?—Yes.

259. In a similar case in England, would it be the custom for a gentleman at Belfast or anywhere else to address the Hydrographer personally with a communication of this description?—I addressed the Smithsonian Institute, being the scientific department of the United States Government, and asked them to be kind enough to supply me with the publications on the subject.

260. Then you did not write to the Hydrographer direct?—No,

261. And is the Hydrographer's answer to you the reply of the Smithsonian Institute?—That letter was sent from the Smithsonian Institute to the Hydrographer.

262. My object is only to ascertain the mode of procedure in the United States, because I think the Hydrographer here will bear me out in saying that in this country, at any rate, the Hydrographer, as a rule, does not communicate direct with A., B., or C., whoever writes to him, but that the communication comes either through the Lords of the Admiralty or through the Government of the country to which it is addressed?—I cannot speak for the whole of the United States Service, but it is nothing unusual to get a direct answer from any United States Department. I get every year the reports on labour that are published—they are always sent to me direct.

263. That is in the way of printed matter?—Yes.

264. But I am talking of a written correspondence—personal correspondence. Have you any personal knowledge of the present Hydrographer of the United States?—No, I cannot say positively. I addressed the Smithsonian Institute and got their answer, but this

answer is in answer to what I asked him to be kind enough to let me know, as my statement which I made in the Chamber of Commerce was contradicted more or less. I wanted to make certain, and therefore I took the liberty of sending him what I said.

265. Then did you consider his reply to be his own personal opinion?—No——

266. Or the opinion of the United States Government on your query?—I would consider it to be the opinion of his department, but not of the Government.

267. (*Sir Courtenay Boyle.*) I am sorry to say I have not heard your evidence, but I want to know from you what you have learned that the "Kearsage" or the "Vesuvius" have done. Take the "Kearsage" first. What has the "Kearsage" done?—I have only got this vague statement which I have here.

268. I will ask you the question, and so put it more definitely. Have you got information that the "Kearsage" has destroyed or annexed any floating derelict outside the limit of territorial waters?—I have no data, but I believe that is so.

269. You believe so?—Yes.

270. Only from your belief?—Yes.

271. What is this foundation of that belief?—I know that they have gone outside the United States waters.

272. A good many ships have done that?—I have no definite data on the subject as to which ships they have destroyed; the fact of the matter is I did not wish to correspond. I did not wish to entangle any Government department whether it should be the United States Government or this Government.

273. Then if anybody were to say that the United States are doing a great deal more than the British Government at the present moment, there would not be much foundation for that, would there?—Not to the best of my belief and knowledge.

274. Let us first assume that a ship detached for the purpose found a floating timber ship water-logged and floating almost level with the surface of the water, what would the ship detached for the purpose do with that water-logged derelict. How would it destroy it, or what would it do in your opinion?—So much would depend upon circumstances, and you will understand I am not a practical mariner and I really would not like to express an opinion that could be easily contradicted. I approach the subject purely from a material standpoint, and I myself would know what I would do; but I do not say that that would be the correct thing, for I am not a mariner. But an ordinary merchantman has instructions to set a derelict on fire if he can; that is to say, the weather must be fairly fine—you must not run the risk of the crew falling into the water; but you must send a barrel or two of petroleum on board to fire her.

275. (*Captain Wharton.*) Are those official instructions?—No; but the ship's husband would give instructions, saying, fire a derelict if you can, but do not lose too much time about it.

276. (*Sir Courtenay Boyle.*) You said in answer to a question that you did not think you could burn a derelict timber vessel?—Not easily.

277. I understand you to adhere to that answer; and what would you do then, supposing the ship detached for the purpose came across a derelict timber vessel consisting of a large number of heavy spars or heavy pieces of timber on board. What would you do?—I have an opinion, but it is the opinion of a layman. I would try to bore some holes into the deck, if I could, and try to pour petroleum or something that would burn into her, or if I had dynamite she might be blown up; but an ordinary merchantman of course carries no gun-cotton or dynamite.

278. But I am talking of the vessels detached for the purpose of finding derelicts with the appliances which science affords. What would such a vessel do, do you think?—I am not an expert.

279. But the suggestions as to doing something have emanated very largely from you and before we advise the Government, we want to know what the suggestion is?—If I had the facilities I would try to fire it with petroleum first and then fire a shot or two into her, but the effect it would have would depend upon the material you have to fire with. If you had a new conical shot it would probably go through and do very little harm.

280. Then the only suggestion you can give practically is firing?—Firing.

281. And yet you have told us just now that fire would probably not burn a derelict timber vessel?—No.

282. What else?—Explode her if possible, but I am not an expert in explosives, and I would not like to undertake to say that it would be safe or proper. I would not like to say that with an ordinary crew you could manipulate explosives so that you could put explosives on board and fire them by electricity.

283. There would be no difficulty in blowing her up, but if you did so would not the effect be this: that you would set afloat a lot of large spars or large pieces of timber which would be each of them just as great an element or nearly as great an element of danger as the vessel itself?—Oh, no. They would be, comparatively speaking, no danger. There was a supplement published to these charts in October 1888, and according to that there were 41,000 logs set free which have been observed, and observed by 150 ships without reporting any special damage to them. The "Leary Log" is quite a well-known publication.

284. If we found something like 103 vessels had collisions with, or collisions which are attributed to, derelicts and if we found that of these, 96 collided with spars and two of them were lost and only six collided with derelicts and of these none were lost, would not that seem to show that the danger of colliding with a spar was greater than the danger of colliding with a derelict?—If that is the evidence the Government has collected we cannot say no, but that is not the generally accepted theory in the mercantile navy.

285. Then I put it to you that the suggestion would be that a derelict destroying vessel, if she came across a timber ship, should blow her up?—Yes, or fire her if it is possible.

286. Now how many vessels do you suggest the English Government should detach for the purpose of searching for derelicts?—That is hardly for me to say. I should say that like everything else if a small beginning is made with one or two it should be tried further if possible.

287. What is the area of the ocean which would be searched for these vessels. Have you any notion in square miles?—I should say about 120 miles north to south, and from the West of Ireland to the Bank of Newfoundland about 2,000.

288. Is not the area of the Atlantic about 11,000,000 square miles?—I could not say exactly. You know, no doubt.

289. How many vessels in that area could two derelict searching vessels come across and destroy in a year, if they found them?—If they destroyed three, I should think it very fair work.

290. You would think that sufficient?—I should consider that if each steamer destroyed three in a year it would do.

291. Do you think the English Government should detach two vessels for the purpose of destroying three derelicts a year?—If they are in the regular course of transatlantic trade—yes. If they are in the regular track of British trade—yes.

292. What steps would the vessels searching for derelicts take to find a derelict. How would you, if you were a captain, conduct your operations?—Supposing I were in mid-ocean about 40 degrees, I would just endeavour to get reports from ships passing. I would ask every mercantile ship that has seen one to report; and, to make the search-ship more conspicuous at night. I would throw two electric beams at an acute angle, so that she could be seen far off.

293. So that your vessel would be searching with the electric light every night on this voyage?—No, I beg your pardon. I would throw an electric beam high up so that other vessels could sight her with greater facility than with the ordinary head-light. She would probably be seen a great deal farther off.

294. The derelict searching vessel could, but how about the derelict itself?—They could only find her in the day time. She could never be found at night.

295. Have you calculated the probabilities of a vessel finding a derelict?—They are not very great.

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296. Yet you think that one vessel would find three per annum?—I am not certain. I said I would consider it good work.

297. (*Captain Wharton.*) I gathered from your address at the Belfast Chamber of Commerce that, as you say, you were mainly induced to start this subject by the foundering of the "Horn Head" and the "Naronic"?—Yes.

298. And you have assumed that these two vessels were lost by collision with derelicts?—Yes.

299. The "Naronic" was lost, I think, about February 1893?—Yes.

300. Are you aware that at that very time there was a very large mass of ice in the "Naronic's" course?—I have not seen the charts for 1893.

301. That is the chart showing the ice in February (*handing a chart to the witness*). Allow me to point it out to you. There is the great mass of ice reported on the 15th to the 20th?—But she would hardly steer that course, would she?

302. No, I should not think so?—She would hardly steer that course. I have to apologise if I make any nautical mistake, for I am not a nautical man.

303. Certainly. But you are aware that ice may be sighted by one ship and reported as being in a particular locality, and that there may be other ice part of the same pack which would be very likely to be met with by another ship somewhere else in the vicinity?—Yes.

304. Then do not you think that it is rather a large assumption to assume that the "Naronic" was lost by collision with a derelict, which is a mere speck in the ocean, rather than by collision with some detached pieces of ice belonging to that very large floe which is marked upon the United States pilot chart, that ice being seen?—As soon as the ice approaches the steamer finds that the temperature decreases, but certainly in the month of February they would not feel it.

305. This was February?—I should say that the danger of striking ice, at least of a ship being totally lost through ice, is greater in the month of February than July, because in the month of July she would feel it beforehand, and in the month of February she might not.

306. Why do you say a ship would feel the ice beforehand?—There is a certain chill in the air. I have crossed the ocean very very often and there is a certain chill in the air on the approach of ice.

307. And you have often seen the ice?—Yes.

308. Before you came near the ice you do not feel the chill—in a thick fog, we will say?—It depends on the wind. If there is a north-westerly wind blowing and you are coming from the east you would not always feel ice much beforehand. Then you would be in the ice before you would know it, but that is a question rather for a captain than for me.

309. But I am taking what you said. Do you think that ice in the Atlantic is a danger at all?—It is certainly a danger.

310. Do you think it is a greater or less danger than derelicts?—Taking it all in all it is, I suppose, greater.

311. I will not ask you the question because it is no use, but I am the Hydrographer of the Admiralty, and I tell you it is an established fact that the diminution of temperature on the approach of ice is so infinitesimal that nobody can detect it?—I was not speaking about the water but about the air.

312. I am speaking of both the air and the water. There has been a very great deal of attention called to this subject, because as a sailor I, as did all other sailors, attached great importance to it, and if we could only have thought that we could avoid ice by noticing the diminution in temperature we should have been very happy. It has been held in past years that it was so, but these are loose statements that the theory has been founded on and more attention has been paid to observations made, and it has been shown incontestably that you can never feel certain (you may sometimes) of the approach of ice by either sea or air. So that I put it to you that seeing that mass of ice was in the Atlantic, and that the dimensions of it were unknown, do you not think that the chances were greater that the "Naronic" struck ice than that she struck a derelict, which you do not know existed?—The chances are certainly greater. As to the assumption that the steamer was totally lost from having struck something, the first assumption would be that she may have struck ice because ice is so much the greater danger, and damage would be done, and you never know when you are near it. There may be shoals of ice a foot or 2 feet above the water, and 4 or 5 feet deep, and there may be a very large floe a mile or two miles long, so that you might run against it, it being just above the water, and you might not see it at all. I believe there are two-thirds of the ice below the water.

313. Seven-eighths below?—I thought it was two-thirds, but let it be seven-eighths. You really might strike a floe of ice that might be 5 feet deep and the extent of all London, and it would be a very hard object to strike. But you cannot remove the ice, and we might remove the derelicts.

314. I am not talking about that. What started you upon this question is the supposition that the loss of the "Naronic" was caused by a derelict. Are you aware—I do not say that very much value is to be attached to it—that a bottle was picked up saying that the "Naronic" had struck an iceberg?—Excuse me, that is the "Horn Head," not the "Naronic," I think.

315. Would you read that? (*handing document to witness.*)—You will excuse me contradicting you. I only know there has been a bottle picked up.

316. Quite so?—This says: "Bottle picked up. New "York March 30th. The 'Sun's' Norfolk correspon- "dent telegraphs that a champagne bottle has been "found on the beach at Ocean View, Virginia, contain- "ing a letter alleged to have been written by John "Olsen, a cattleman on board the White Star steamer "'Naronic"; it is dated February 19th, and runs as "follows: 'The ship is fast sinking. It is such a "'storm that we can never live in the small boats. "'One boat with its human cargo has already sunk. "'We have been struck by an iceberg in the blinding "'snow. The ship has floated for two hours. It is "'now 3.20 in the morning and the deck is level with "'the sea.' In conclusion the writer asks the finder "of the letter to report to Messrs. Kerseys, the New "York agents of the line."—Might I ask has that been done?

317. Has what been done?—Has that letter been sent to the agents of the line?

318. I do not know anything about that. This is only a cutting from a newspaper?—You cannot rely on these cuttings, because I can show you a bottle with a message about the "Horn Head." It is written on a whiskey bottle label, that never was on the "Horn Head." If your Lordship would like to have the bottle and the label, I am quite sure I shall be most happy to send it to you.

319. In fact you do not think we ought to place much confidence in that?—We have got the bottle of the "Horn Head" and that is also said to have been washed ashore, but it has a label on it with some whiskey, when there was no such whiskey on board the "Horn Head."

320. Then, in fact, you think that is not good evidence at all?—There was a lifeboat picked up I believe.

321. I know that was so, but you admit that we require good evidence in these cases, either one way or the other, and that we must not make assumptions?—That is so.

322. Then do you still think that the loss of the "Naronic" is a case that you can quote as a case of a vessel being lost by collision with a derelict?—No, I can only quote a ship as being lost by a derelict that actually has been lost according to evidence, where there is real evidence to show it. This is only an assumption, and I believe I said so at the time.

323. Yes, but you must remember that the "Naronic" being lost was the cause of your starting the subject?—The "Horn Head."

324. The "Horn Head" and "Naronic"; and I should like to say something about the "Horn Head." I agree with you I do not place any confidence in these stories about bottles picked up, but we have got to see what evidence we have. The "Horn Head" was lost in September 1893, I think?—August.

325. At any rate about that time. How do you know it was August?—I believe it was August.

326. When a vessel is lost all you have to judge by is the time that she leaves her port?—Yes, and I believe that was in August.

327. Was it not the end of August? However, are you aware that there was also a large mass of ice in the Atlantic in September?—Yes, there is always that. You are never free from it.

328. Then tell us why you assume that the "Horn Head" was lost by a derelict that you do not know existed and not by a large mass of ice that you do know existed?—It may be sentiment. It may be because I saw these things. It may be because I struck one 20 years ago.

329. Now you will agree with me that any action that is taken that involves money to the country in any way must be justified?—Yes.

330. And that it can only be justified by its being proved that there is a serious amount of danger to life and property by the existence of these derelicts. You will agree with that?—Yes.

331. Then can you give us any idea of what you suppose to be the per-centage of collisions and loss of vessels afloat that you think would justify the Government in spending a large amount of money on it. I would just put an extreme case to you, supposing there was one collision in the year, and that the vessel did not go down, would you then consider that we ought to do anything?—Yes, considering that there is such a very large passenger traffic.

332. Although I put it to you that there is no case of loss of life at all known, do you still think the Government should spend money in removing objects that are not proved to have done any injury?—I should consider it judicious.

333. Let me take another case, you are aware that objects are sometimes placed upon the railways?—Yes.

334. Would you consider that one of these cases which may mean great loss of life would justify the placing of policemen the whole way round all the lines of England in order to prevent people putting them there and to take them away if placed there?—They do so for Her Majesty the Queen.

335. We are not all in that position. One life is more valuable than another?—You put the question and you will excuse my answer.

336. Then there must be some proportion of danger which would justify it, and the object of this Committee is to get at, not the number of collisions that there are and the number of vessels that are reported, but the actual damage that is done and the per-centage of that damage, taking into account the enormous number of vessels that are at sea, because otherwise you are taking steps as absurd as those I have put to you just now. If you are to spend an enormous sum of money in order to remove a very small danger why should you not spend money to remove a very much larger danger, that is to say, the danger by which a larger number of lives are lost per annum?—If Mr. Macdona's Bill is passed you would have more data to go on, I should think. It is for the reporting of derelicts—making it compulsory.

337. I am not speaking of derelicts, but collisions and actual injury?—You know perfectly well that the insurance to New York is from $\frac{1}{8}$ to $\frac{1}{4}$ per cent. I suppose specie is insured on the White Star and Cunard Lines at $\frac{1}{4}$ per cent.

338. (*Sir Courtenay Boyle.*) What would be the insurance against collision with derelict?—Very much smaller.

339. Would it be $\frac{1}{50}$th per cent.?—I know they insure all sorts of things at Lloyd's, but the proportion is small. If my Lord will allow me to repeat it to Sir Courtenay Boyle, the Board of Trade has put the mercantile marine to rather heavy expenses in regard to what we call additional life-saving apparatus. Up to the present, so far as I know, the advantages accruing to British sailors and captains have been sentimental.

340. That is stating a negative, really?—Expense has been put on, and everybody has been only too glad to put that expense on his boats; but what advantage has been derived is only a speculative advantage—there has been greater safety obtained in regard to accidents.

341. Is your argument that, because one sentimental advantage has been achieved you should have another sentimental advantage?—Yes, because if at any time there should be a large passenger boat lost through a derelict it would throw considerable responsibility——

342. (*Captain Wharton.*) On whom?

(*Mr. Trevor.*) Who would the responsibility be on?—On those gentlemen who could not see their way to fall in with suggestions made.

343. One more question; would there be no responsibility on the master of the ship that was lost?—No, it is a matter of accident.

344. Accident?—Yes.

345. No look-out perhaps?—No, in the day time there would be no accident, the real danger is at night.

346. (*Captain Wharton.*) May I take it that you consider the loss of one passenger vessel would justify any expense that might be necessary?—Not any expense. The expense would not be so great.

347. Are you aware of what is the average time that vessels that are reported as abandoned ships, float?—The Hydrographer of the United States says 30 days.

348. 20 to 30 days it is I am told?—Yes.

349. Let us take it at 20 to 30 days; now will you consider for one moment what that means. A vessel is seen and a vessel is reported. When the vessel that sees her arrives at port it reports her; but supposing a vessel starts off immediately a great part of that 20 or 30 days would be gone, and the derelict would have drifted great distances; and with all due respect to you we do not know as much about the currents as you seem to think we do. You cannot tell which way a vessel will go?—It depends.

350. I have several times endeavoured in the notices we issue to mariners to forecast the direction in which they go, and I am sorry to say that these notices have invariably been wrong with all the information I have at hand, and I put it to you, is it not extremely improbable that that vessel will be able to find that ship before it sinks to the bottom?—Certainly.

351. And yet you think it worth the experiment?—I would consider it worth the experiment.

352. Then I may take it that the mercantile marine would be ready to stand a very considerable tax for the purpose, because if the Government took it up they could not do it in a half-hearted way, it would have to be done properly?—The mercantile marine does not all use the North Atlantic.

353. Let us take the North Atlantic trade?—I would not like to say that that would be just the thing, because they would have no control over it. It certainly rests with Parliament to supervise it, but if you want to tax a particular property and those particular people have got no control over it, it is different.

354. But would the trade accept it joyfully?—No.

355. You do not think they would?—No.

356. They do not think the danger sufficient?—No, that I cannot say.

357. Then why will they not accept it?—There are anomalies in the Board of Trade already, and as to the lighting of the coast, I believe in Barrow there is quite an agitation about a certain lighthouse there.

358. (*Sir Courtenay Boyle.*) We must not go into individual cases?—But you would only increase those anomalies. Supposing you did ask me the question I would say, No. certainly not.

359. (*Captain Wharton.*) Then I understand you think the trade would not stand any tax that would be put upon them for the purpose of searching the seas for derelicts?—No, because it would not be an even tax. It is not that they do not wish to pay for it, but because it cannot be levied in accordance with the value of the property protected, or in accordance with the vessels that are protected or presumed to be protected. I will go further than that, and say presumed to be protected.

360. I do not understand what is the difference between the rate of tonnage for lights and the rate of tonnage for destroying these dangerous derelicts?—I am not speaking as an expert now on the the lights of Great Britain.

361. But that is an analogous sort of thing?—The commercial community at large would hardly be satisfied with being taxed in that way. Take, for instance, the light which we should like to have in the Belfast, Lough, on the Black Head.

362. (*Mr. Trevor.*) That is local—it is not a general light?—It is a Scotch light as well, being used by Scotch trade.

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363. No, it is an Irish light, it is at the entrance to the Belfast Lough?—It would protect all the people there. Whenever a captain gets out of his way and he wants to go to Liverpool, for instance, and supposing he takes the north passage and is in a fog, he would be benefited by it, and you would not ask the Belfast community to put a curtain over the light. I do not consider it fair, because as a general principle merchant shippers do not consider the taxation of light to be on a rational basis to-day, and if you ask me whether it should be done, I should say no, because it would increase what we consider not to be on a rational basis already.

364. (*Captain Wharton.*) Then I do not understand you to say that you wish the Government to take this matter in hand?—Yes.

365. The taxation is to be put on the general public?—Yes.

366. Then you will admit that the Government must see what that cost would be?—Yes.

367. Have you any idea of the difficulty of finding a capsized derelict. That is the most dangerous kind?—I have got a fair idea that it is very very difficult.

368. The Atlantic is a large place, and when you say you would be content with 120 miles and the distance across being scoured, is it not rather assuming that there is a sort of hedge on either side of that piece which will prevent any other derelict coming in?—No, they would always come in.

369. You are interested in the Atlantic trade?—I am a shipowner more or less, and I have travelled very often.

370. If that particular area was traversed why should not shipowners trading to the Mediterranean have their routes traversed?—I would not object to it.

371. Then we cannot look at it as a small matter, it is a very large matter?—It is a large matter and a matter of principle I perfectly agree, and I accept the responsibility I have taken in starting the matter, and I should be very sorry to think I have started a subject that cannot be carried out.

372. Not at all, it is for the Government to settle that. You start the subject and the Government set it aside or not as they think necessary?—But I should be sorry if I, in the eyes of the Government or this Committee, should be thought to have done anything of that kind.

373. But before anything is done, you admit, although you may take the sentimental side of it, that it is the duty of the Government to consider the amount of labour and money that would be involved?—Yes.

374. Assume for a moment that in the Atlantic itself there are eleven million square miles, and that there are derelicts all over it?—Hardly, do you mean all over the Atlantic?

375. Yes, not many, but 20 or 30?—But there are certain parts of the Atlantic where there is no traffic. As soon as a derelict goes north it would hardly come in.

376. It is a question of chances. Supposing your vessel was going north of the line of trades and she happened to come across a derelict there?—She would not go there.

377. Take it further south into the trade limit, rather to the east, near to the Azores, say?—If the United States charts are correct, they are very apt to come down this way again (*pointing on the chart*). I have met a gentleman from Trinidad who has steamers on the coast, and he says so, but what I would like to see is that the derelicts if possible should be cleared off on this part, where the passenger traffic is.

378. And if once cleared off they would have to be cleared off again next week?—Yes; at least not next week.

379. But you must remember they only last for 20 or 30 days?—They only last 30 days.

380. They would have to be cleared off periodically. Your argument was that an iron vessel if up side down would be a worse danger than anything else?—Yes.

381. Then if they are once cleared off that would suit you?—No.

382. Then what do you want—will it go on for ever?—No, not for ever, circumstances change.

383. As long as your life lasts?—When it comes to "for ever" it is a very long expression.

384. Have you any knowledge of these cases of vessels in search for derelicts?—No.

385. Do you know that from time to time when a derelict has been reported in a dangerous position not very far from land that the Admiralty send a ship to look for her?—Yes.

386. And do you know that they have never found one?—No, I did not know that.

387. Does not that show better, it being actual evidence of what has happened in practice, how difficult it is to find derelicts?—Yes.

388. Then do not you think your two or three ships would be perfectly useless over such a vast expense of ocean if you can only see four miles on either side and only for 12 hours a day?—Not even that. I would not consider the horizon in the case of looking out for derelicts to be four miles, taking storms and cloudy days and foggy weather into account, you would not always see four miles.

389. Then I put it to you again that with the vast area of the Atlantic and the small distance you can see and the very small number of derelicts there are, do you think that two or three vessels would reduce the proportion of derelicts in any appreciable degree whatever?—It would remove no doubt partly the danger and certainly give more confidence to the parties who are responsible as captains.

390. Before you took this matter up was there any agitation amongst seamen, who, after all, are most concerned, because their lives are concerned. Did you ever hear any seaman speak about the great danger which these derelicts presented. You may have met a man who, like yourself, saw one, but because you saw one it does not mean that your life was in danger, any more than because a stone falls off a house the whole of London would be in danger. Did you ever hear any agitation amongst seamen about it?—I have never met a captain who was not in favour of trying to remove them.

391. After you had asked him?—*No answer.*

392. When you took this matter up were you taking it up in response to a feeling amougst seamen?—No.

393. Or was it your own sentimental f eling?—My own sentimental feeling.

394. Then you would not be astonished, probably, to hear that the Cunard steamers which have traversed the Atlantic for longer than any other Line can give us no evidence whatever practically about it. You will hear what they say. I will just read the letter which has been sent to us: "The writer," that is the General Manager, "has been watching the various ships' reports "for the last decade, for any derelicts reported on the "North Atlantic route, and though any information of "such is usually exchanged between the principals of "the various Lines, he does not remember more than "two or three derelicts in the whole of that time; "and is of opinion that none of our masters, even those "that have been crossing for 30 years, have seen more "than half a dozen in the whole course of their ex-"perience. It would therefore seem purposeless "sending a representative to say so little"?—How many years is that?

395. 30 years; all the Cunard captains in 30 years, have not seen more than that. Do you know of any vessel of your own knowledge, that has sustained serious damage by striking a derelict. I am not speaking of the United States reports, but of your own knowledge as a shipowner, and of a case that would be interesting to your brother shipowners—have you ever known a ship strike a derelict and get seriously damaged?—The "Cragside." They are not certain if that was a derelict or a rock.

396. The "Cragside" casualty is shown plainly to have been caused either by a rock or a wreck on the bottom. She was close to the shore?—She was rather close.

397. She had no business to be where she was. Is that your only case?—That is a case in which I am a shareholder.

398. Put that aside for a moment—this is a much bigger business than that—have you got a case of any serious injury?—I wrote the "White Star" Line before starting this subject as to whether they had a record of

the state of the bottom of the "Celtic" when she was docked, and they wrote me that they had not. It was 20 years ago, and they said they had not; but there, we felt convinced we struck a derelict. It may be that was one chance out of a thousand.

399. (*Mr. Trevor.*) But did you see her?—I was on board of her.

400. But did you see the derelict?—It was at night when we struck her.

401. But you say the blade of the propeller was broken?—Not only the blade but the boss.

402. (*Captain Wharton.*) Then you are no doubt sailor enough for this: will you explain how, if a derelict strikes the hull of a vessel, it can ever strike the boss of the screw?—It might be only some yards or spars that were still tied together.

403. But we are not talking of spars?—She may have struck a derelict and gone just over her.

404. But if so she could not have broken the boss of her screw?—She might.

405. Have you ever been on board a ship that has lost her screw through striking anything at all?—No.

406. You may take it from me it is extremely difficult to tell what has happened. There is such a jerk and shake throughout the whole ship that it is extremely difficult to tell whether it is the screw flying off or what?—Possibly.

407. What we want to get at is direct evidence, not an idea as to what may be and what possibly is, and so on, but the facts. Then if it had not been for the United States Pilot Wreck Chart you probably would not have said anything of this at all?—No. If I had not seen a statement of the United States soliciting the co-operation of the Government I would never have said a word about it.

408. You are aware that was entirely false at the time; that up to this time the United States have never solicited anything of the sort?—You may not have it officially before your Department or the Navy.

409. Do you mean the Hydrographer's Department in the United States wish to have it done?—I believe the President of the United States has not intimated the wish, but you will know a great deal better than I would, because it would not come to my ears, but it would be the desire of the Department, and that could come to my ears. I have got here the annual report of the Hydrographer.

410. I have seen it. I do not mind confessing that I, as another Hydrographer, am entirely opposed to his views. That is my opinion. Are you aware how long the United States have been doing anything in this matter?—Since 1887, I believe.

411. On what do you found that?—At least they have been publishing during five years.

412. No, I am speaking of destroying derelicts, not reporting?—Not much.

413. Do you know that it is not even a year?—Yes, and I know that they have sent out the "Vesuvius" that has a dynamite gun on board, but it has a fracture in the hull, and I do not see how they can fire it.

414. (*Sir George Nares.*) The "Vesuvius" only destroys vessels that are wrecked on shore?—Yes.

415. (*Captain Wharton.*) And are you aware that in this country, by Act of Parliament, it has been done for many many years?—The removal of wrecks?

416. Wrecks round the coast, and derelicts if there are any off the coast?—Yes.

417. Therefore the British Government is not behind hand by any means?—No, I never said so.

418. No, you have not; but it has been said in the course of this inquiry?—I am not responsible for that.

419. Certainly not?—I always try to guard my words to the best of my ability, and have always tried to be on the very best terms with any Government.

420. (*Chairman.*) I want to ask you this. You advocate taking these exceptional measures in the routes between England and the United States of America?—And Newfoundland.

421. And you advance as a reason for that that the passenger traffic is so exceptionally large there?—Yes.

422. Of course these passengers are carried in very large ships, and supposing the "Teutonic," for instance, comes across a capsized derelict laden with timber, what do you suppose will happen to the "Teutonic." Do you think she would be any the worse?—It is difficult to say. Her Majesty's Hydrographer will perhaps remember the case of the "City of Berlin," or was it the "City of Brussels," that 25 years ago struck Pier No. 1 in New York, the stone wharf or stone jetty, that is. When they began on the North River to build stone jetties by some accident or other one of the Inman Line of steamers ran—I will not say full speed, but at all events considerable speed—straight on to the jetty and dislocated stones weighing several tons, and yet did not do herself any harm.

423. Then I take it from your answer that we may assume that a vessel of the sort I have mentioned would go over most derelicts without knowing it?—No, my Lord, do not, please, take that as an assumption, I am stating a fact and I could get it looked up, or could look up the exact details. Really, the steamer went, I will not say full speed, but a considerable speed against the stone pier, and dislocated stones that weighed tons without doing herself damage.

424. But it is a fact, you will admit, that vessels that are lost by collision are, 99 times out of 100, sunk as the result of a blow on the broadside?—Yes.

425. Now, do you think it possible that a ship can be struck on the broadside by a derelict?—Her side might be ripped up.

426. But the chances are against it?—Yes, and particularly with twin screws she would float longer if she really gets ripped up on one side it would not be so bad.

427. But I mean, do you think it is at all likely that a ship would be struck on the broadside by a floating derelict—not a collision as we call it between two vessels under way, for in this case one of them is stationary?—*No answer.*

428. (*Captain Wharton.*) About this marking of derelicts on the chart, do you think that is useful?—For navigating purposes?

429. For sailors?—No.

(*Sir George Nares.*) I may say as to the difficulty of finding a derelict after it is reported even when it is close to our own coasts, and the Trinity House are able to send to it immediately, they have dealt with 59 cases within the last five years, and out of those 59 they were able to say that by either their own vessels or others they towed in 12; but in 39 cases the vessels were searched for and nothing found—they could not find them. We have only got the paper in to-day, but that is the result of their working with vessels reported and sent to immediately.

(*Sir Evan MacGregor.*) And that is in the narrow seas?

(*Sir George Nares.*) That is in the narrow seas and close to the coast, and they were able to intercept them judging by the current or the wind in that one day.

The witness withdrew.

Adjourned to Tuesday next at 12 o'clock.

SECOND DAY

At the Office of the Board of Trade, Friday, 27th April 1894.

PRESENT:

REAR-ADMIRAL THE LORD WALTER KERR IN THE CHAIR.

SIR COURTENAY BOYLE, K.C.B.
SIR EVAN MACGREGOR, K.C.B.
VICE-ADMIRAL SIR GEORGE NARES, K.C.B., F.R.S.
C. CECIL TREVOR, ESQ., C.B.

J. WADDON MARTYN, ESQ., *Secretary.*

Mr. C. A. KENT called and examined.

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430. (*Chairman.*) I believe you are secretary to the Trinity House?—Yes.

431. (*Sir George Nares.*) Have you analysed the return forwarded by the Trinity House to the Board of Trade on the 18th instant. I mean the return of wrecks and wreckage dealt with by the Trinity House during the five years ended 31st March 1894?*—No.

(*Sir George Nares*) At the Board of Trade I have analysed the list so far as it is connected with derelict vessels and floating wreckage, and it appears that in the five years there have been 103 cases of derelict vessels or floating wreckage reported to the Trinity House as having been sighted near their coasts. 86 of these were derelict vessels, and 17 were wreckage. Of the derelicts, 27 were outside the Trinity House jurisdiction, but notice was given by advertisement—or direct to Lloyd's and the Admiralty and others—of the 11 which were nearest the coast. Of the remaining 59, 39 were searched for but not found, although the searching vessel was sometimes sent out more than once; 20 were found, 5 of which were destroyed at sea, 3 after grounding in shallow water, and 12 were towed into port. Of the 17 cases of wreckage, 14 were found and removed, and 3 were searched for and not found.†

432. (*Chairman.*) Would you tell the Committee what is the course followed by the Trinity House with regard to the removal or destruction of floating derelicts?—Directly we receive a report of a derelict or floating wreck, we instruct the district superintendent to proceed and examine, and he acts without further instruction if it is a case of urgency. If there is time to receive them, and if the case admits of his applying for detailed instructions, he does so, and receives them from head quarters.

433. Will you say how you get your information. Have you any organised system?—No, we get it in a variety of ways. We get a great many reports from collectors of customs at the different ports, and we get information from the Board of Trade and Lloyd's. We get it direct sometimes from masters of ships and pilots.

434. Is it part of the business of the Trinity House to remove derelicts and obstructions, and if so, are there any limits within which they have jurisdiction?—There is the limit fixed by the Removal of Wrecks Act, 1877: "Where any vessel is sunk, stranded, or abandoned "in any fair way or on the seashore in the United "Kingdom, the Channel Islands or the Isle of Man, "or any of the adjacent seas or islands, and there is no "harbour or conservancy authority,"—then it becomes the duty of the Trinity House or the other general lighthouse authority for that part of the United Kingdom, to deal with the wreck or obstruction. We also deal with wrecks which are dangerous to lifeboats engaged in lifeboat service under the Removal of Wrecks Act, 1877, Amendment Act, 1889.

435. As a matter of fact, at what sort of distance from the coast have you been in the habit of dealing with them?—We have dealt as a rule with cases which are within the area fixed by the position of our own lightships, or this side of an imaginary line running down mid Channel. If the wreck is on the other side of this imaginary line running down the Channel we apprise the Government on the other side.

436. (*Mr. Trevor.*) Do you mean a line running down the centre of the Channel?—Running down the centre of the Channel.

437. You refer to the English Channel?—The English Channel.

438. What do you do in the North Sea?—We act as far as we can on the same principle there.

439. Bisecting the water?—Bisecting the water; but I think I ought to explain that probably the greatest distance that we have sent out after a wreck is something over 100 miles. That was on the north-east coast: about 120 miles is the extreme range.

440. (*Chairman.*) Is it fair to ask who defrays the expenses?—The Mercantile Marine Fund.

441. Then what vessels do you use?—We use our own lighthouse vessels; we never have had any other vessels, except occasionally a hired tug. After these Acts of Parliament were passed we had no addition to our craft at all. In fact, I may say, the vessels sent after these wrecks are taken off lighthouse duty for the purpose.

442. Are they well adapted for the service?—Very well adapted indeed. They have very powerful windlasses, and they carry explosives.

443. How long do they keep the sea without returning into harbour?—About 10 days' easy steaming.

444. Can you give us any idea of what the expense of this service alone is to the Trinity House through the year?—Since the passing of the Removal of Wrecks Act, 1877, the net expense to the Mercantile Marine Fund of dealing with wrecks has been 54,247*l.*, or an average of 3,616*l.* per annum.

445. That includes sunken wrecks as well?—That includes sunken wrecks, and also wrecks dangerous to lifeboats engaged in lifeboat service dealt with under the Act of 1889.

446. Can you tell us what has been spent on floating derelicts alone, and floating wreckage?—Not at the moment.

447. (*Mr. Trevor.*) Can you get it out do you think?—Yes, I think we can get that out.

448. (*Chairman.*) Does that include the wages of the crew, and the whole of the expenses for coaling and so on?—It includes the proportion of their time The wreck service is charged with a proportion; for instance, a screw steamer is charged 12*l.* for 24 hours, and 6*l.* under six hours. There is a different rate for a paddle steamer, but we have only got one paddle steamer left now in the service.

449. Has your work been all round the coasts of the United Kingdom?—No, the Trinity House is only the general lighthouse authority for England and Wales. The general lighthouse authorities for Scotland and Ireland are the Commissioners of Northern Lighthouses and the Commissioners of Irish Lights.

450. They look after their own places?—They look after Scotland and Ireland.

* *See* Appendix C, No. 1, p. 74.

† *See* Appendix D, No. 1, p. 87.

451. Can you tell us of any authenticated cases of actual loss of life or property that has actually occurred through striking floating derelicts?—I do not remember a case at the moment. I do not remember receiving any report.

452. (*Sir George Nares.*) Are there any special instructions to the masters of vessels when they are sent out to remove or recover a derelict?—The instructions are really addressed to the district superintendent under whom the masters of the steam vessels act. This is the instruction:—"On receiving report of any "wrecked vessel in the navigable waters appertaining "to his district, the superintendent is to cause it to "be marked as soon as possible with a wreck buoy, "and if necessary by a light at night, showing the "regulation lights by night, and balls by day, and he "is to report to the Trinity House without delay the "exact position of the wreck, stating whether it is, or "is likely to become, a danger to navigation. The "report should also include, wherever practicable, the "name and nationality of the wrecked vessel, and the "name and address of the owner." Then:—"As "respects removal.—If the wreckage be not too large "for handling by the vessel in attendance, the officer "in charge is authorised to endeavour to remove such "obstructive portions as he may be able to remove; "but if the work need special appliances, he should at "once report such to be the case, and await instruc-"tions, which will be given on each occasion as it "arises."

453. Is there anything about destruction of derelicts?—Those would be special instructions, according to the case.

454. Then we shall have to get information from the officer who has actually destroyed a vessel in any special case?—Yes, Mr. Thorp is such an officer.

455. Is there any additional pay to the crew when they are employed in this work?—Where a case is reported to be one of a very arduous nature, and prolonged, then the men get extra pay, but the officer in charge does not.

456. When they tow a derelict into harbour do they get any salvage?—In a recent case it was allowed where the service was one that was essentially a salvage service. With the sanction of the Board of Trade a payment was made to the crew, but we have had very few such cases.

457. Does any payment come to the Trinity House or to the Mercantile Marine Fund?—Yes, a proportion is sometimes paid into the Mercantile Marine Fund account. In fact, what the owners would get in cases other than ours goes into the Mercantile Marine Fund.

458. How many cases have you had in the last five years?—I think we may almost say this last case I have referred to is the only case in the last five years.

459. Then as regards the 12 vessels that have been towed into harbour, those have been towed not only by your own vessels, but by men-of-war, and pilot boats, and others?—Do you mean they have assisted?

460. They may have assisted, but it does not follow that those 12 cases of derelicts that have been towed into harbour have all been towed into harbour by Trinity House vessels. Is that so?—Yes.

461. They are in your reports, but some have been towed in by men-of-war and some by pilot boats?—Yes, that may be so probably.

462. So that you practically can only say that you have had one case where a Trinity House vessel has actually got salvage for towing a vessel in?—Yes. There are two modes of dealing with a wreck. You either proceed under the Removal of Wrecks Act or under the Merchant Shipping Act.

463. (*Sir Courtenay Boyle.*) Who would appraise the salvage?—That would be according to the usual scale, according to what the derelict is sold for; the usual rate.

464. (*Sir George Nares.*) In this Return of Wrecks and Wreckage that have been brought to the notice of the Trinity House during the last five years, there are 423 cases altogether; may we say that the shores under the jurisdiction of the Trinity House are practically clear of all such dangers to navigation?—I think that may safely be said.

465. Except what you are now removing; late cases?—Yes, at the moment. I think the work in hand at the present moment consists of life-boat wreck cases only—dangers to life-boats. As far as general navigation is concerned I believe the coast may be said to be clear. If any wrecks have not actually been dealt with, they are being dealt with at the moment. There is one wreck in course of dispersion, the "Serica," over in St. Mary's Sound, Scilly. The return Sir George Nares was first furnished with embraced a period of five years only, and included all wrecks reported to the Trinity House from the 1st April 1889 up to the end of March 1894. Taking the period 1877-93 (included in the second return) the number of wrecks dealt with under the Removal of Wrecks Acts was 548.

466. (*Mr. Trevor.*) That is, including wrecks dangerous to life-boats engaged in life-boat service?—Including wrecks dangerous to life-boats.

467. (*Sir George Nares.*) That goes further back than this return that has been sent in?—Yes, that goes back really to the passing of the Removal of Wrecks Act, 1877.

468. (*Mr. Trevor.*) You mentioned the coasts under the control of the Trinity House. How far out do you consider the adjacent seas and islands extend as defined in the Removal of Wrecks Act?—We have been obliged to limit our ideas very much through the want of vessels to do the work, but if there is anything as I say within the line of our light-ships, or farther out, and the danger is very great, we make an effort and send after it, but the greatest distance we have sent is, as I say, 120 miles from the coast.

469. In fact, for the purposes of removing wrecks, you annex, so to speak, parts of the ocean which possibly may not, from an international law point of view, belong to Great Britain, you annex it for the purpose?—We annex it. Some of our own light-ships may be said to be outside British waters. For instance, the Leman and Ower is over 30 miles from land, and I suppose legally not in British waters.

470. No complaint has ever been made of your action in those waters, has there, that you are aware of?—I think people are only too glad to get us to act.

471. As to the case that you put of 120 miles off the coast, can you tell me what the nationality of that vessel was?—No, this was an unknown wreck, N.E. half N., 106 miles from the Leman and Ower light-vessel.

472. Have any of the cases that you have removed within, say, 50 miles of the coast been foreign vessels?—Yes. One of the most expensive wrecks that we had to deal with was the "Ville de Calais," which had been sunk on the other side of the Channel, and was towed over to this side and dropped here. All the cases in which the heaviest expenditure has been incurred are shown in a statement which I now submit.*

473. It was dropped where—within territorial waters?—Yes, near Margate.

474. But not brought over by your vessel?—No, by the salvors.

475. Therefore your action in the case of the "Ville de Calais" was within the territorial waters of this country?—Yes.

476. My object in asking the last question or two has been to try and ascertain the nationality of the vessels dealt with outside our territorial waters?—We take the wording of the Act: "any vessel," to mean that we must deal with any vessel whatever her nationality might be. As a matter of fact, in the North Sea they are mostly Norwegians and Swedes.

477. But not many British?—I should say very few.

478. You kindly gave us some figures tending to show the cost of the removal of wrecks generally, but I think you said that that included both sunken wrecks and floating wrecks?—Yes, both.

479. Are you able to get out for us, and distinguish from that list of amounts, the cost of removing or searching for floating derelicts only—approximately, I mean?—The cost of dealing with floating wreckage and derelicts I think we can, but we can hardly include the cost of searching, because where a wreck is not found the expense of sending the vessel is not charged to the wreck account. If she does not find the wreck there is no charge made as against it, and you will find a great many cases of searching for wrecks and nothing being found. †

* *See* Appendix E, No. 1, p. 91.

† The account referred to in question 479 has since been made out and submitted. *See* Appendix E, No. 2, p. 91.

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480. Then I am afraid we could not get with any accuracy the exact cost of the service in dealing with them, if I may use that expression, because dealing would include not only towing or removing but also searching?—It might be done with some labour. We might trace the proceedings of the vessels. Say a vessel went out on a fruitless errand, we could find out how long she was engaged on it, and then work out the cost of coal and stores which she consumed, or charge for her time according to the tariff I have already referred to.

481. Could you do that in the case of floating derelicts only, without the case of sunken wrecks?—Yes, I think we could do that. To make it a fair account of the cost to the Trinity House, the cost of the proceedings in searching should be added.

482. Will you endeavour to make out that?—Yes, I think we can do that. As to the nationality of the vessels, I might mention, perhaps, that of those 548 wrecks dealt with up to March 1893, 144 were unknown wrecks. The number of vessels that are lost and are not identified seems incredible.

483. (*Chairman.*) I should like to ask this as to these floating derelicts. Can you tell us what they are as a rule, or what the majority of cases are, what class of vessels?—A great many are timber ships.

484. From Norway I suppose?—Yes, that is in the North Sea chiefly.

485. I gather from what you have told us that nearly all the derelicts, or a great proportion of the derelicts which are dealt with are in the North Sea, the larger proportion?—Yes. We have more wreckage to deal with on the East Coast than on any other; that is, in our Yarmouth and Ramsgate and London districts. In the English Channel the wrecks are chiefly collision cases.

486. But as to the timber ships in the North Sea, can you give us any idea why they become derelicts; are they abandoned?—They generally fall in with bad weather, get water-logged, and capsize, I understand.

487. What becomes of the crew as a rule?—In many cases they are lost with all hands, but sometimes they are taken off by fishing boats.

488. (*Mr. Trevor.*) Is that ascertained as a fact, or is it only a matter of opinion?—It is a matter of opinion that the vessel is capsized after being water-logged.

489. But as to the loss of the crew?—I am informed that a certain number of crews are taken to Hull and the Northern ports, being rescued by fishing boats, but some are not brought off.

490. (*Chairman.*) You report a large number of cases where you have sent to search for derelicts but have not been able to find them?—Yes.

491. Is that due, do you suppose, to their having sunk or to actual difficulty in identifying the place?—One cause of this is the vagueness of the reports received. The reports are so very vague that they do not state the time of day when the wrecks were seen, and do not state the locality precisely, and in fact give very few particulars; and then, besides, such an interval has elapsed in a great many cases from the time when the vessel was sighted to the time of our receiving the news. It is a very extraordinary thing that we hear of wrecks which seem very formidable, yet which cannot be found, which are never heard of again, and which do not seem to turn up anywhere.

492. But notwithstanding this large amount of derelicts which exists off the East Coast of England, you have never yet heard of any steamer or ship actually being wrecked or damaged to any material extent through coming into contact with them?—A smack was sunk about a month or six weeks ago, having struck a floating derelict off the mouth of the Humber. That is the only one. I do not remember any reports of that kind; nothing on a large scale at all events.

493. It has been stated that there is a very great danger to life and property from all these floating derelicts, but as a matter of fact, I think I understand you to say that this has been very much exaggerated, or, so far as the North Sea is concerned, it scarcely exists?—Yes, I think I may say that, and I think the number of derelicts reported is not the actual number existing. I think that we have received reports in different forms relating to the same vessel. Perhaps three derelicts may be reported, but they are one and the same vessel seen at different places at different times. That would appear to be the case from the study of these reports. If the report is a vague report and an ancient one, and if their lighthouse work is pressing them very much at the time, the Trinity House have to consider whether it is worth while taking any steps in the matter.

494. And it may be even a necessity that some days elapse before you are able to deal with them?—Yes.

495. How many vessels have you got employed in your waters?—We have got nine steam vessels employed in lighthouse duty. We have a smaller steam vessel which conveys supplies of oil to the lighthouses.

496. But you have actually nine vessels?—Nine steam vessels and one sailing vessel.

497. Which can be employed?—Which can be employed.

498. That is, when they can be spared from their proper duty?—Yes, when they can be spared.

499. These are all round the coast?—All round the coast.

500. (*Sir George Nares.*) Of England?—Of England and Wales. But some of these vessels are hardly powerful enough to deal with difficult cases of wreck.

501. Are there any instructions given to the master not to destroy important evidence as to any crime that might have been committed on board a vessel before abandoning her?—No, there is no such instruction.

502. No special instruction?—No special instruction.

503. You leave it to their own judgment?—To their own judgment.

504. (*Mr. Trevor.*) For instance, if a vessel has been scuttled are there any instructions to search for evidence?—Unless we had been told to see to that we should not think of it.

505. And it is not likely you would have been told?—No.

The witness withdrew.

Mr. B. Thomas.

Mr. Benjamin Thomas called and examined.

506. (*Chairman.*) I think you are the Marine Superintendent of the Cunard Line, are you not?—Yes.

507. You, no doubt, have made many voyages?—Yes. I have been 12 or 13 years crossing the Atlantic at various times.

508. Will you tell us of any cases of derelicts within your own experience?—In the case of the "Tarifa" on November 9th, 1886, we were entering the Channel on this side; I was the officer in charge of the deck; I was chief officer. We ran into a derelict vessel bottom up. The wind was abeam; she was laying the same way as ourselves and we could not possibly see her. She was only a few feet above water and we ran into the stern. I was on the bridge at the time, and the first intimation we had of it was that the ship was brought up all standing going full speed. We thought something had gone wrong with the propeller, and then the look out reported something under the bow, the vessel was stopped and reversed, and we gradually saw this wreck floating to windward of us.

509. What was the effect on the ship?—We put her in the graving-dock. There was no harm done. Laying the same way as ourselves, fore and aft, we had gone into her stern into the soft part of her so that we had done no damage.

510. But if on the other hand you had taken her on the broadside what would have been the consequence?—We should have smashed our bows in, I think. She was timber-laden and afterwards we got some record of her. The vessel had been capsized in a squall and the crew saved.

511. But from your own experience you have never known as an actual fact of any damage?—No, I have not. I have seen five altogether in my experience. I believe afterwards tug-boats were sent out for that one

which I have mentioned, and it was run into port somewhere.

512. Then the next one?—In the next case I was chief officer of the "Cephalonia" in 1888, and we saw an abandoned vessel called the "W. L. White," of Rockland. We went along-side of her and found her decks were all broken in and the stumps of her masts standing, but she was perfectly tight evidently. In looking at the American pilot-chart at the time I found that this vessel had been dismasted and abandoned on the American coast somewhere off Cape Hatteras. She was reported all that summer by various vessels crossing the Atlantic, and eventually she was found one morning on the coast of Scotland in one of the bays of the Orkney Isles.

513. Was she timber laden?—Yes, she had been, but it was all washed out. They call it lumber in America. The "W. L. White" of Rockland was reported frequently.

514. Are there records existing of the dates when abandoned and when found in Scotland?—There must be some records because it was all in the papers at the time. With regard to the next vessel, when we saw it I was in command of one of our steamers, the "Palmyra." We passed a vessel bottom up. That was in 1889 in the Atlantic on the Spanish coast away farther south.

515. Off Cape St. Vincent?—50 miles northward of Cape St. Vincent, well out to sea. It was right in the track of vessels going down south, but it was day time when I saw her.

516. Did you ever hear of her again?—No, I never heard of her again. It was heavy weather at the time, and no doubt she broke up very shortly and went to pieces.

517. And you did nothing more?—No, went on.

518. Then you have got another one I think?—The next one was in the Mediterranean, 15 miles north-west of Cape Carbon. We passed the wreck of a vessel which was 70 feet long and about 30 feet wide and it had on it a pilot house and wheel attached. We went close to to see if there was anybody alive on her, but no one was there.

519. (*Mr. Trevor.*) What date was that?—September 24th, 1890.

520. (*Chairman.*) Do you think it possible she might have broken up on the shore?—I should imagine it was the result of a collision.

521. Supposing pieces of wreck are run into, do you think that anyone would be any the worse?—Taking into account the class of boats that we have on the Atlantic, first class, it would not do any damage, but to the ordinary tramp it certainly would, I should say—to the ordinary vessels.

522. You take into consideration the class of vessel it meets with?—Yes, certainly.

523. Then you sighted another one in 1891, did you not?—Yes, in the Atlantic Ocean, west of the Bay of Biscay in 45° lat. N., 8° 27′ long. W. This was the wreck of a wooden vessel, and the stem and fore-foot were 12 feet above water. They are all dangerous to shipping, but it certainly would depend on the class of vessel that struck them. With a large full powered vessel, strong forward, they would possibly go over them, I think, but if you have not got a strong bow and the vessel was going eight knots, and was only a shell of a vessel, it would probably knock her bow in.

524. As a matter of fact, have you any information about this occurring to ships?—I have asked a number of captains since I heard there was an inquiry into the matter, and I am surprised to find how very few there are who know anything about it. You ask "Have you seen a derelict." Two or three say they have; "Can you place them?" "No, we cannot." Then after a little thought they would be able to place one back 12 or 15 years. I am about the only one man I have ever come across who has ever struck one. It is surprising how very few going across the Atlantic have seen them.

525. There is an impression about, that a great deal of loss of life and property occurs from the number of derelicts there are especially in the North Atlantic?—I do not think that is so.

526. As far as I can make out, we have found no authenticated case of any damage to life or property. Could you tell us of any?—No. We have no record in the Cunard Company, in my day, of any other vessel except mine striking one. I believe there is a legend that the "Russia" many years ago did strike one, but I do not know of it of my own personal knowledge, nor have I found any one who could say it occurred except by report.

527. Then it is not a well authenticated case?—No.

528. Now have you any experience of striking ice?—No, I have not. I have been amongst it often enough, but I have never struck it.

529. It seems to me that ice is a much more real danger. What do you say?—A thousand times more dangerous than a derelict. That is my opinion of course, and the opinion of the main class in the Atlantic.

530. Holding the position you do, you would be sure to hear of not only accidents to your own line but accidents to all other lines?—Yes we should hear at once about it.

531. And yet I gather you have heard of no authenticated case of any ship coming to grief through collision with a derelict?—No, the only danger that I see of derelicts is not on the ocean, it is on making land on either side. Where they get into the track of vessels nearing the coast there are so many vessels passing in a limited space that they might collide there. The danger would be greater on either side, but with a vessel in the middle of the Atlantic, it is not so. This vessel the "W. L. White," although she was right in the track from one side to the other, was never struck.

532. You have got a great deal of practical experience, and it is suggested it would be desirable to have one or more vessels kept constantly in the Atlantic looking for derelicts. Do you think that is a practical suggestion?—I do not think it is practicable, I do not think they would find them. Take for instance a stationary buoy; even when you have the latitude and longitude, it is very difficult to pick up; how much more so with an object drifting with the current and winds. I think it might be weeks probably before you would pick it up.

533. It has also been suggested that these vessels should display at night an electric light from the masthead on the supposition that any steamer passing would communicate with that vessel, to inform them of any derelicts they may happen to have come across in the course of their voyage. Do you think that any steamer or line of steamers would do that?—I am afraid you would not get a mail boat to stop to do that, when every minute is of importance, and they are breaking the record. The only danger would be on either side, for instance round the coast of Ireland, or on the Atlantic coast of America, within a few hundred miles of the land. Then they could do something, they could localise the derelict, but on the ocean they could not. If I may make a suggestion as to vessels crossing, if the slower class of vessels, in which time is not such an important object as with a mail boat, were given a bonus when they had destroyed a derelict it might do a great deal of good.

534. But do you think derelicts are sufficiently numerous to make it worth while?—I do not think they are sufficiently numerous to employ a vessel specially for it on the ocean. But I think if an outside vessel that has time to stop did come across one and could destroy it, and the remuneration was sufficient for the captain and the crew to do so, I think they would stop and destroy it by losing five or six hours.

535. But is it not a very difficult thing to destroy a derelict unless you are specially provided for that purpose?—If you had a charge of dynamite you could soon do it.

536. I do not know whether they can carry dynamite. Then again it has also been stated, that in the case of these lumber ships if you are able to destroy the hull you free a large number of baulks of timber, which add very much to the danger?—I do not think so, because taking the case of the great raft that was towed down from the Bay of Fundy on its way to New York, consisting of something like 10,000 to 20,000 baulks of timber, which were lashed together and made into a cigar-shaped vessel, it was towed towards New York, and on its way it broke adrift, and all those baulks of timber were supposed to be scattered over the Atlantic, which they were. We got great warning at the time about the danger to navigation they would cause. I crossed at the time and every other week I was on the Atlantic crossing; I do not think I saw a dozen baulks. I did hear of one vessel which had got amongst a quantity of them, that is all.

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537. But do you think if one of these slow ships that you were speaking of just now—I do not mean the first class ships—was to strike one of these big baulks she would be any the worse?—I do not think so, it would depend upon its position.

538. Do you think the chances are that it would not touch her propeller?—I think the action of the vessel throws the baulk away from the ship. I have often seen planks and baulks passing alongside a ship at sea, but they all get thrown off before they get to the propeller I have watched them repeatedly.

539. (*Sir Evan MacGregor.*) If you did sight a derelict would you report it?—We always report it. These extracts from which I have taken the cases I have referred to are taken from the log book. When I was out I turned over in my mind about the dates and sent some clerks up to the loft where we keep the log books and they got the dates at once. Every ship puts such an occurrence down in the log-book and reports it at home.

540. (*Chairman.*) Is it to the Custom House or to the Company that you report?—There is a proper form to put it on; we always put it on the proper form.

541. (*Sir Evan MacGregor.*) To whom are the forms addressed?—I think to our Liverpool paper, the "Shipping Gazette." They send them on board for nautical information.

542. (*Chairman.*) Not to the Custom House?—No.

543. (*Mr. Trevor.*) Nor to Lloyds?—It is Lloyd's. They are put in one of the shipping papers in Liverpool. This form is always filled up and sent ashore in the ship's box, and the people in the office forward it.

544. Forward it to whom?—Forward it to Lloyd's. It is a proper form addressed. I think there is a stamp on it as well, so that there may be no delay in getting the information forwarded.

545. (*Sir Evan MacGregor.*) Would the Cunard steamers be as likely to meet a derelict as the steamers in most other lines in the course taken?—Yes. We have a regular track laid down for us. I think we are just as likely to meet them as any other line.

546. (*Sir George Nares.*) At the Board of Trade there have been returns of casualties to British ships attributed to contact with floating wrecks or wreckage for three years. That has been got out and by that it appears that in the last three years seven have been stated to have been due to striking a vessel, and 96 casualties have been stated to be due to striking wreckage, so that you see that if you say that it would not be a danger to release a lot of logs of wood about the ocean, the returns would appear not to agree with you?—I do not say it would not be a danger, but not such a terrible danger. I have given the fact of 10,000 or more baulks of timber being adrift and I saw but very few of them, and I do not remember any great casualty happening at the time; in fact, I do not remember any casualty. I remember one steamer reporting having got amongst them, and I think by using some precaution they got clear, but that is the only one I remember.

547. But in 96 cases, supposing they had not actually seen the wreckage, the casualty might have occurred from something else, and they may have put it down to wreckage?—That may be so.

548. Have you ever lost a blade of your propeller?—No, I never have.

549. But if there is a statement that a casualty has occurred to one of the blades of the propeller through the supposed striking of wreckage, what should you say? We must not take it for granted that they certainly struck wreckage?—No, we have the record of one of our ships striking a whale and losing the blade of the propeller, and they went into Queenstown and reported it. It was disbelieved at the time, but the whale was towed in by one of the tug-boats some time afterwards and beached.

550. Supposing there is a general license for all vessels to destroy derelict vessels if they find them, how should we be able to obtain proof that they had destroyed them?—That is exactly what struck me. There ought to be a combination to get 50*l.* or 60*l.* out of a committee to be divided amongst the crew, but it would nearly always leak out; you could not get them to combine together to tell a gigantic lie like that.

551. In the first casualty you gave us in which you actually struck a derelict you said it was floating very little out of the water?—It was night time, and it looked just like a whale on top of the water. The first thing I saw was the keel, and it looked like a mast lying on the water.

552. What limit of distance should we put down for the look-out man to see a derelict, supposing a vessel was sent out on purpose to find one?—In the daytime?

553. Of course, she could only be searching during the day?—I should think four miles would be the most. Of course, if the sea was rough there would be the broken water over her. A deal would depend upon the size of the vessel, and how high it floated. Four or five miles would be the utmost I should say.

554. How far is the upper blade below the surface of the water in the case of the blades of the screws of Cunarders when they are properly loaded?—It varies in different ships. In our large ships with very large propellers the position of the blade would be different from what it would be in a small vessel.

555. Would the blade easily strike a spar if they passed one, supposing the ship was not pitching much?—From my own personal observation I never saw a spar go near the propeller, and I have watched them often. As they passed amidships they gradually were thrown away from the ship.

556. And would they be thrown away far enough to get away from the double screws?—I do not know about that, I have not been in one of our twin screw ships at sea, and I do not know what the action would be.

557. Do the blades of the twin screws come as near to the surface of the water as those of the single screw?—No, I do not think so, not as near the surface, but they project more out from the side. A deal will depend whether it is the end of the voyage or the commencement of the voyage. A ship with over 3,000 tons of coal coming over from New York to Liverpool will have its blade immersed on leaving New York, but may be very little under the water on arriving at Liverpool.

558. (*Mr. Trevor.*) You told us that during your experience you had only seen five derelicts?—Five that I can place. I may have seen more, but they are not well established in my mind.

559. Will you tell the Committee over what period that experience extends. When were you first going to sea in the Cunarders?—I may have seen derelicts as a boy or as a young fellow knocking about before the mast, and seen them as a junior officer, when they would not impress me so much, but these things being brought to the attention of one in a position of authority are more immediately called home to him.

560. But as captain or first officer?—I saw these five cases in a period extending from 1886 to 1891.

561. I think you must have misunderstood my question. You say five years covers the time when these particular derelicts were seen?—By me.

562. But my question was over what time does your experience extend as a responsible officer; is it 10 years, or 15 years, or 20 years, or what?—19 years as a responsible man.

563. During those 19 years you have only seen five derelicts that you can place?—Yes.

564. (*Sir Courtenay Boyle.*) In those 19 years can you tell us roughly how many trips you have made. Have you any sort of guide?—No, I should have to make minute calculations. I have been making 13 trips across the Atlantic in a year. Of course I have been on intermediate voyages—I have been out trooping and other voyages.

565. Should you say it is 10 voyages a year that you have made?—Yes, I might average in the last 19 years 10 voyages a year.

566. So that in 190 voyages you have seen five derelicts?—Yes.

567. Have you had any communication with your colleagues, the captains in the Cunarders?—Yes, I have spoken to some of them.

568. Are you aware that any of them have signed a memorial to the Government asking for destruction of derelicts?—I believe they have; I do not know of my own knowledge. I have been told so.

569. Have you seen that list of captains of Cunarders—you see their names. (*Handing a document to the witness*)?—Yes, I know them all.

570. Are they Cunard captains?—Yes.

571. Have you had any conversation with them upon this subject?—No; there is not one there that I have spoken to upon it.

572. And you cannot tell us what their motives or reasons are for asking Government to destroy these derelicts?—They believe that derelicts are a danger. No doubt in their own minds they consider it a great source of anxiety, especially when one has been reported. I know as a master that if a ship comes into Liverpool and a derelict is reported on our track there is a wire out to New York or Boston from the Liverpool office to the agent informing him "Derelict seen on the track in such and such a position; be careful."

573. Does that result in a more vigilant look out?—I cannot say more vigilant, but we are more anxious. We cannot be more vigilant than we are.

574. Supposing you were in command of a vessel with orders to destroy a derelict and you came across one of these timber ships such as you describe, what would you do?—I should lower a boat and go to her.

575. And what then?—I suppose if you gave such orders you would make some provision for power to destroy them.

576. But I am supposing you have all the powers you ask for; what powers would you ask for and what powers would you use?—You would have to give them an explosive charge of some sort.

577. Would that sink a vessel or merely burst her?—You would burst everything; you could not get them to sink of course.

578. Then as regards burning, would it be possible to burn a floating water-logged timber ship?—I do not think so.

579. You do not think she would burn?—No.

580. (*Chairman.*) I think out of the five derelicts that you yourself have seen, only three were in the Atlantic routes?—Three were in the Atlantic routes.

581. One was in the Mediterranean, and one off Cape St. Vincent?—Yes, and they were in even a more frequented route than the Atlantic, I mean in the route of all the Indian steamers going through the Canal.

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582. I think I asked you whether you had ever heard of any vessel being wrecked or damaged by ice?—Yes, I have heard frequently of it; I said I had not been myself. There are frequent records of vessels coming to grief with ice.

583. Are you of opinion that the ice is of far more danger than a derelict?—Yes, there is no comparison.

584. Do you not think it is very likely that many of the accidents that are reported by ships which receive damage are due to ice rather than to wreckage or derelicts?—I should not like to venture an opinion upon that. We have had ships damaged by ice I know, and ships on the Atlantic are frequently damaged by ice; that we know. We have plenty of records of that if they are looked up. You will remember the case of the "Arizona," which was one of the crack boats before all these later racers came out—she ran into one, and had to be put into St. John's Newfoundland because in broad daylight she ran into ice, and it was on a fine day too.

585. It is very difficult to see ice I suppose?—Of course you can see it very nicely on a fine day, but that is not the sort of day you have always got to navigate in. I put no faith in the change of temperature. I have gone between two icebergs and there has been no reduction of temperature at all.

586. It is a popular idea that there is nevertheless?—We have every quarter of an hour in the vicinity of ice to take the temperature, but I have never found it much of a guide.

587. (*Mr. Trevor.*) When you mentioned 10 voyages a year as the average, do you mean out and home?—Yes, I have not made 10 voyages a year on the Atlantic. Of course I have been to other places; our service varies.

588. But when you speak of a voyage you mean out and home?—Yes, we call the other a passage.

The witness withdrew.

Adjourned for a short time.

Mr. Joseph Thorp called and examined.

Mr. J. Thorp

589. (*Chairman.*) You are the Trinity House Superintendent?—Yes, of the Yarmouth district.

590. We understand that you have been employed in removing and destroying derelicts?—Yes.

591. Will you give us your experience of any vessels that you have dealt with?—The first case I will take will be that of a vessel called the "Evangeline" of Swansea. She was a vessel of about 700 tons, and was found floating bottom up after a collision.

592. (*Mr. Trevor.*) When?—In 1883. She was about eight miles to the north-west of the North Hinder Lightship. We found her, and we first of all tried to make a hole in her to get a charge in. We expended about 105 lbs. of powder in making a hole in the bottom. Finding she was a good vessel we made an attempt to tow her towards the English Coast, and after having her in tow for about 19 hours the wind freshened and we could not keep the vessel's head to sea; it kept paying off. Finding we could not do anything further with her we passed the hawser with which we had been towing forward to the bow, and rode by her till the weather moderated, and then finding we should have to go into Ramsgate for coal and explosives, we engaged an Ostend fisherman to make fast to the wreck and show a light at night till we returned. On our return we proceeded with the dispersing of the wreck. The time we were actually employed in that work was about 29 working hours, but they extended over several days. We had to go into Ramsgate twice for explosives and coal, and the work altogether extended from the 23rd August to the 31st August. The quantity of cotton-powder expended was 1,280 lbs. We actually dispersed her in that time.

593. (*Chairman.*) I should like to ask you one or two questions upon that. How do you use the explosive?—We call it tonite, or cotton-powder. I believe it is the same thing.

594. How do you explode those charges?—In the case of floating wreckage we have to get on the wreck to do it, and after making a hole we put the charge inside and light the fuse and pull away from the vessel.

595. A time fuse?—Yes, a time fuse; we cannot use the insulated wire on account of the timber, it would fly pretty well a quarter of a mile.

596. How do you carry the explosives in your own ships?—We have a special magazine for that purpose.

597. Then I gather from what you say that apart from the time occupied in the actual dispersion of the wreck, there is time lost or occupied in going backwards and forwards for coals and explosives?—Twenty-nine hours we took actually in dispersing her.

598. Which, of course, covers several days?—Yes.

599. Then I may assume from that that the work of dispersing a wreck is very difficult?—Yes.

600. And it took considerable time?—Yes, we were disturbed by weather in this case for several hours. I see on one occasion we actually had to leave off for some time.

601. You say the operations covered the period from the 23rd to the 31st August—eight days?—Yes.

602. Was the vessel loaded?—No, she had been in ballast. The collision happened at the entrance of the Straits of Dover, or somewhere there, and she was run down and seems to have shot her ballast out of her bow; her bow was greatly damaged, and then she floated and drove over 8 miles N.W. of the North Hinder Lightship. On this occasion we hired an Ostend fishing boat to show lights. The next time we went in we despatched a steamer which was stationed at Ramsgate to take our place, and to lie by the wreck till we got back, but she had to abandon the wreck on account of bad weather; she could not stay—that was one of our own steamers.

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603. All that would have to be included in the cost of removing a derelict, would it?—Yes.

604. Would it be possible to state what was the actual cost of removing that one ship?—I should think it could be ascertained, but I do not happen to have it amongst these figures taken out.* I have it with regard to the others. The next case that I have is the broadside of a vessel of about 500 tons which was found driving near the Wold Lightship. I made fast about sunset on April 17th, but too late to do anything, and showed the regulation lights. We commenced the dispersion the next morning at daylight on the 18th. We used 395 lbs. of tonite or cotton-powder. The time occupied in dispersing was nine hours. We had not quite sufficient powder to finish, so we towed a small piece of the wreck into the Yarmouth Roads and procured other charges of tonite, and dispersed it there. The steamer was employed on that occasion 48 hours.

605. When you talk about dispersing these wrecks, what size of pieces do you mean they are broken up into?—If possible we break them up into half the size of a 25 ft. cutter; we break them up as small as we can.

606. That would be quite harmless in the case of any ship striking it?—Yes.

607. I understand that under the Act of Parliament Trinity House has a perfect right to destroy derelicts?—Yes.

608. Without asking anything about nationality or anything else?—Yes. Dispersing them is often the only thing we can do.

609. Another question in connection with this dispersing. I understand it is essential that the weather should be such that you can lower a boat?—Yes, and fine enough to get on the wreck which is a matter of some difficulty, as you might imagine with the bottom up and shelving sides, and the sea running. It must be fine weather to do it. I have another case of a small vessel called the "Onward" outside the Cross Sand in 1887; it was a small ketch belonging to Ipswich, she was found floating bottom up, having capsized after having been in collision outside the Cross Sand. She was dispersed in six hours, using 365 lbs. of powder.

610. Then in 1890 you seem to have found a larger vessel of 600 tons?—Yes, on the 5th May 1890, we fell in with a vessel loaded with pit props. She was found floating bottom upwards about 54 miles N.E. by E. ¾ E. off Scarborough. She was in about 40 fathoms of water and you could see a little tide going by her. We dispersed her in 23 hours and used 1,365 lbs. of cotton-powder, and we loaded the vessel up with large pieces of wreckage afterwards. We had no more explosives to use, and the large pieces that were left we managed to heave on board. What was left was perfectly harmless. The sea was covered with pit props. On the 12th June whilst searching for another wreck reported, we ran through these pit props.

611. They of course would not hurt anything?—They would not hurt anything, but they were scattered about, and I mention this to show the extent to which the cargo was scattered in a short space of time; it was over a distance of 20 square miles. We could recognise pieces of the broken wreckage.

612. But they were all in the vessel?—They were all in the vessel before we dispersed her. On June 28th, 29th, and 30th, we were employed dispersing a vessel of 500 tons. Her stern was showing about 7 feet out of the water. The stern framing or planking was gone, and the bow was resting on the bottom in about 17 fathoms of water. She was about 120 miles E. of Flamborough Head.

613. All these derelicts to which you refer were on the east coast I think?—Yes.

614. Can you tell us with about how many floating derelicts you have actually had to deal?—No, I have not that return here, but it could be got out. These are typical cases I have got out in order to show what is done.

615. Can you give the Committee any information as to authenticated cases of actual damage to ships or loss of life owing to contact with derelicts?—I have only heard of two cases, or at least I know of one for a fact. Some years ago—I cannot state the exact year—a small steam collier called the "Shoreham" ran into a part of a vessel which drove off the Haisborough Sand. Her bows were stove in and she was brought into Yarmouth for repairs. There was no danger to life. Speaking offhand, that is the only case I can recollect till recently reading of a smack sinking after striking a derelict off the mouth of the Humber, and H.M. ship "Hearty" towed that derelict into the Humber afterwards.

616. The smack was lost?—The smack was lost. That is from a paragraph I saw in the "Shipping Gazette," and that is the only information I have.

617. (*Sir Evan MacGregor.*) That was lately, I think?—Yes, that was lately—within this year. Those which I have given are typical cases of derelicts which were destroyed. I have two cases of towing.

618. (*Chairman.*) You do not know whether the men were saved from the smack, do you?—I believe they were. I know of no case of loss of life. It was simply loss of the vessel in this case.

619. Do you know of damage to ships from spars. Have you heard of vessels losing their propellers through contact with floating spars?—Yes, I believe they do occasionally lose them through floating spars.

620. Could you tell us of any cases?—No, I could not specify any case, I have only heard about it.

621. It is a very difficult thing, as has been pointed out by the last witness, for the propeller to strike a spar?—Yes.

622. The tendency of the water is to throw it off from the stern of the ship?—I quite agree with that.

623. We begin to get that point very accurately cleared up. You say you do not know of any well authenticated case of that kind?—No, I do not. There was a case of a steamer lost on the Cross Sand sometime ago, the "Cambria," and there were baulks of mahogany came from her—about a dozen or fifteen, and they were floating about sometime, but we never heard of any casualty from vessels striking them. They were pretty nearly a yard square. I could not say how long they had been floating about. The hull of the vessel had been covered with sand.

624. About what size vessel do you generally go out on?—About 300 tons.

625. And you can keep the sea for about ten days?—That is of course steaming easy. If we fell in with a wreck we should work on for ten days, if necessary, but we do not often go straight to sea for that time.

626. (*Sir Evan MacGregor.*) The vessel farthest out to sea that you dealt with was the one of 500 tons?—Yes.

627. That was on the Dogger Bank, I think.—Yes.

628. There is absolutely no limit as to where you would deal with them. Suppose it had been farther off, you would have dealt with it?—Yes, if we had been sent there. That is the farthest off I have had orders to go to.

629. She was touching the bottom, I think?—Yes; quite perpendicular, the stern just showing.

630. Supposing that information comes, your vessel would get under weigh very quickly?—As soon as possible. Very often a steamer is away on lighthouse duty, and it is possible we might not be able to communicate with her for two or three days if she was on off shore work. I have known eight days to occur between a wreck being reported and our being able to send the steamer out.

631. (*Sir George Nares.*) I suppose a vessel of the size that you mentioned of 300 tons would be unfit to be sent out to the Atlantic?—Yes.

632. Practically you only work in fine weather?—Yes.

633. If a gale comes on you would run into port and wait till afterwards?—Not if we could get fast to her.

634. What extra means do you take of looking out for the derelicts when you are sent out for them—masthead men?—No, we never have anybody at the masthead. I used to have a man on each side of the bridge in addition to one forward, and I relieved these men every half hour so as not to try their eyes too much.

635. I suppose we may take it it would be a very difficult thing to find a derelict in the Atlantic after say 14 days from the original notice of her position?—Yes, I think so.

* Cost of removal subsequently stated as 342*l.*

636. And necessarily the vessel to be sent there would have to be very large in order to encounter the Atlantic weather?—Yes.

637. (*Chairman.*) Do you say you were about eight days out in one case?—It was about eight days from the time of the report of the vessel being sent to the Board of Trade I believe, or to the collector of customs. It comes to the Board of Trade and from the Board of Trade to Trinity House and down to me at Yarmouth and then I have to get communication with steam vessel if she is away.

638. Did you succeed in finding her?—No, I believe it was over on the other side by that time—it must have been.

639. Have you experienced much difficulty in finding derelicts that you have been sent to look for?—I should think we only find one out of three.

640. Do you attribute that to their drifting or to their sinking?—To their drifting I should think.

641. (*Sir George Nares.*) Have you given us any information about the "Maron" that was floating between Aldbro' and Orfordness in September 1891. Do you remember that case?—No. Did she go ashore?

642. The return says she was floating and dispersed.—Yes, I am aware of that, but I have no information here.

643. How was it dispersed?—By cotton-powder. I was on duty in the Harwich district at the time. It came ashore and floated off again; we then towed her ashore again and dispersed her with cotton-powder.

644. What was her cargo?—I cannot say whether she had cargo or ballast. It did not cost much to disperse her.*

645. In dispersing a vessel like that, how are you sure she has not been scuttled; you do not take that into consideration probably?—We do not take that into consideration. Generally speaking, there is very little of them to be seen unless they are not loaded, and even then they do not float very high out of water.

646. Can you tell us anything about the "Vandallie" in September 1892, near the Leman and Ower, which was a dismasted derelict?—No; we have done nothing there. I believe she went over to the other side from what I recollect of her.

647. A vessel abandoned near the Goodwins would not be within your district, would it?—No.

648. (*Sir Evan MacGregor.*) There was one witness who suggested dealing with derelicts by casting paraffin on them and burning them?—I am afraid they would be too much saturated with water. They would not float high enough out of the water.

648*a*. Is the powder you use named cotton-powder?—Yes.

649. (*Chairman.*) Now, will you give us cases of towage?—There is one instance in 1881 as to towage of the water-logged barque "Æolus," laden with ice. The masts were gone and she was found about 14 miles S.E. by S. off Southwold at 9 a.m. on September 6th. There was too much sea to board her, and we lay by her till 6 p.m., when the sea having moderated we got a hawser fast, and showed the regulation lights at night. On the 7th, at 5.45 a.m. we proceeded with the wreck in tow and at 10.50 we beached her at Southwold in four fathoms of water. We salved her starboard anchor and both cables, and at sunset we anchored and guarded the wreck with regulation lights. On the 8th we towed her close in shore and ran her anchor away to secure her. Afterwards we cleared away her spars and sails. We lay by the wreck on the 9th and 10th, and on the 11th she drove ashore and broke up. The ice melted, of course. That is one case of towage and the time occupied was 138 hours. Another case was in 1883 of a derelict brig named the "Uhla," which was loaded with deals. The mast was standing but the bottom was knocked out. She had been ashore and her chains were dragging on the bottom. We cut them with charges of tonite, and took her in tow at 3.10 p.m. on the 9th December, and arrived at Southwold at 1.50 p.m. on the 10th. At that time there was too much swell to beach her and on the 11th, with the assistance of a tug, we beached her at Southwold at 5.35 p.m., and got her anchor ashore and secured her. On the 12th we returned to Yarmouth, but a heavy gale from the N.W. drove the wreck off the beach breaking the fluke of her anchor. The vessel went off, and we had to go out on the 13th, and eventually we beached her at Yarmouth. The time we were employed altogether was about 101 hours. The cargo in the vessel was sold and the surplus was handed over to the underwriters after paying expenses.† That is my experience with floating wrecks. As to the removal of spars, the spars dealt with farthest away from the land were vessels' masts found floating 99 miles E. of Flamborough Head. That is the greatest distance at which we have picked up spars or dealt with them. We were employed for 30 hours and the time of picking them up only occupied 1 hour and 20 minutes. In another case we dealt with a vessel's masts near Brown Ridges, about 45 miles E. by S. of the Corton Lightship, that is the greatest distance at which we have recovered spars from a sunken vessel.

650. When you talk of spars being removed from sunken wrecks, does that mean you took them out?—Yes, and after a time they came heels up in deep water, so that we could remove them. The hull was no danger to navigation.

651. You have mentioned getting hold of these wrecks and towing them. Do you think that would be possible on any large scale in the Atlantic?—No, they are very difficult to handle, and it is hard work. The only thing you can do is to get hold of them and watch your opportunity with the tide, and drag them in athwart the tide a little. It is very hard work to deal with them in towing, and you have a difficulty in handling the vessel, and you cannot do it unless the weather is very fine.

652. It is only in very favourable circumstances that you can succeed in towing them?—Yes.

653. And in very bad weather what do you do?—We should shift the hawsers and ride by her as long as possible if we could not tow it. You might always ride by a wreck to the leeward of her, because the wreck acts as a breakwater.

* Cost of removal subsequently stated as £180.

† Following statement since received:—

Æolus."	Expenses	£103
"	Value of Salvage	£62
	Deficit	£41

"Uhla."—Paid expenses, and £400 returned to Owners.

Adjourned till Tuesday next at 12 o'clock.

THIRD DAY.

At the Office of the Board of Trade, Tuesday, 1st May 1894.

PRESENT:

REAR-ADMIRAL LORD WALTER KERR IN THE CHAIR.

Sir EVAN MACGREGOR, K.C.B.
Sir GEORGE NARES, K.C.B., F.R.S.
C. CECIL TREVOR, Esq., C.B.
Captain W. J. L. WHARTON, R.N., F.R.S.

J. WADDON MARTIN, Esq., *Secretary.*

Captain Henry PARSELL called and examined.

Captain H. Parsell.

654. (*Chairman.*) I think you are the commander of the "Majestic," one of the White Star Line?—Yes, the armed cruiser "Majestic."

655. And you have had a long experience of Atlantic navigation?—Yes, I have had a pretty fair experience, nearly 20 years altogether.

656. It has been principally on that line in the North Atlantic?—Yes, principally on that line; I have been 23 years in the service of the White Star Line. I began in the Atlantic trade in this service, and then was removed to the Pacific, and was running there for four to five years, and then returned to the Atlantic in 1878.

657. I suppose you know that the object of this Committee is to inquire into the danger to navigation from floating derelicts?—Yes.

658. Would you give us the result of any experience you have with regard to the danger?—I think, as near as I can recollect, I have seen in that time six or seven derelicts floating in the Atlantic. Here is a sketch of on of them which I will hand in (*handing in the same*). That is one that I saw from the "Britannic," named the "Omen"; that is one of the best of them. I remember once seeing a vessel bottom up; she was presumably a cotton-laden ship.

659. Could you give us an account of each of the derelicts you have seen in turn, with the date, and as near as possible, the whereabouts of them. Have you got that?—No, I have not unfortunately. They have been reported at the time to the Company, and I think it would be very difficult to get at that because I have not got any record of them.

660. Could you tell us approximately between what years it was—through what interval of years have you seen those six or seven derelicts?—The entire period that I have been crossing, and I know that I have gone sometimes more than a year's interval between them; unfortunately we have kept no record of the position or the number.

661. Can you give us roughly where you saw them, I mean in what part of the Atlantic?—I can do that, I think; two were seen within about 300 or 400 miles of the Fastnet, and two about mid-Atlantic, and the others from 50 to 68 W.

662. With regard to those, you have put in a sketch of one with her masts standing?—Yes, that is the only one that I have a sketch of.

663. What were the conditions of the others; I mean by that, were they submerged or bottom up?—The ship that I saw bottom up was floating with the bottom of the ship awash from the turn of the bilge.

664. And what about the others?—One was a fore-and-aft schooner; she was almost awash with the water, and the main-mast was broken off below the cross-trees. The other was a brigantine which was afterwards towed into Queenstown; she was reported several times, I think five or six times. About the rest I do not think that my memory serves me sufficiently to give a description of them.

665. Did you ever strike any of them?—I never struck one.

666. Have you ever struck ice when your vessels crossed?—No, I have never struck ice.

667. Have you ever found yourself in the neighbourhood of ice?—I have been in a field of ice as much as six or eight hours together, and I have seen icebergs; a great number of icebergs.

668. Do you slow down?—Yes, we invariably, in the ice region before dark, slow the ship down.

669. You, of course, have talked over the matter a good deal with the other captains of the White Star Line. Can you speak from their experience at all with regard to both seeing and striking derelicts?—No, I have not talked the matter over; I did not know anything about this Committee's inquiry until I arrived from New York last Wednesday, so that I have come totally unprepared. If I had had more notice I should certainly have compared notes with the others. I only heard of this thing last Wednesday when I arrived, and it took me rather by surprise.

670. Now, with reference to any derelicts you have actually seen, supposing you had gone over them, do you think that the "Majestic" would have been anything the worse?—It would depend, of course, in a great measure upon the derelict itself; there are certain circumstances in which it might hurt the "Majestic" very much indeed. Supposing she was on the top of a sea or rising on a sea and striking a derelict, there would be the buoyancy of the derelict to press under the water, and rolling along underneath our bottom, it would be very apt to tear the bottom open.

671. That of course refers to a vessel. Have you any idea as to the damage likely to be done by floating spars or baulks of timber?—I do not think that any timbers can do any harm because the displacement wave always has a tendency to throw them away from a ship. I think the displacement wave of the "Majestic" is quite strong enough to throw off any objects; in fact I have watched them thrown off from the ship.

672. Do you think that though they might not hurt the "Majestic" they might hurt smaller vessels?—We had a very singular instance 12 months gone January; we had been going along with a south-west wind and a beam sea, we had one of our orlop deck ports stoved in; the port was well secured, because I saw it myself, and it was backed with what we call a dummy, and that port, although it is one of about 80 along the side, was stoved right in. The glass was broken into fragments, the dummy was broken in two pieces, laid right over, a large quantity of water got into the baggage room through the broken port, and there was a considerable amount of damage. At the time that that was done, or assumed to be done, I saw big planks or deals from a supposed deck load floating by the ship, and presumably one of those had struck that port and broken in. It is a most singular thing, and I have never seen it before or since.

673. What was the thickness of the port?—The glass would be about an inch thick.

674. It was a glass port?—But covered with an iron dummy screwed down over the top of it; it was covered with more than a quarter of an inch, nearly half

an inch. The dummy made of cast-iron securely screwed, was broken and turned right back, and the glass smashed into small pieces.

675. It looks as if this glass scuttle, or whatever it was, was actually rammed by the spar?—It seemed to be so.

676. Did you see the spar?—We saw a part of the planks floating by the ship, that is what started the idea seeing those planks floating by the ship. The manner in which the port was broken and the glass showed that it could not be broken except by a tremendous blow delivered very suddenly.

677. Then that points to danger from floating spars of timber?—Yes, that is a point of danger when the sea is on the broadside of the ship. It is quite possible if you watch it carefully; there are two waves at times, one wave falls off and presses objects from the ship, but there is at intervals a wave of the prevailing sea that overcomes that. I have watched it often.

678. I can understand the broadside wave and the blow of a floating body pressing very heavily against the side?—Yes, the disappearance of strong and well-found ships must have a cause of some kind, and I consider that the most probable cause is that of some unknown danger beneath or on the surface of the water, and I think it only reasonable that every available means of saving life and property should be tried with a view of discovering what that cause is.

679. Have you any practical suggestion to make as to how the danger could be guarded against?—I think, for instance, take a derelict like the one on the drawing I have just passed in, we will suppose that is floating on the water; that vessel was reported by several ships at the time, I know by half-a-dozen steamers—in that case it would be very easy to find her; it would be very easy for a man-of-war to find her, or a vessel assigned to that duty; of course there would be very great difficulty, and it would be almost impossible to keep exploring the ocean.

680. Given as a matter of argument that she is easy to find, what would you then suggest?—That would depend entirely upon the conditions.

681. Given such a wreck as you see with her masts standing, what would you suggest?—That wreck could very well be towed, provided it were not too far—that wreck could be very well towed into a place of safety and salved.

682. (*Mr. Trevor.*) From the middle of the Atlantic?—That ship would not be far from Newfoundland. I do not mean to tow her to England.

683. You do not give the position in which she was seen. Assuming that she was 1,000 miles from either New York or the Fastnet would not towing a thousand miles be rather a long job?—Towing a thousand miles would, but you would have Newfoundland, and that would not be the half of that distance from the ship.

684. (*Chairman.*) If she was in mid-Atlantic you would have a long way to tow her?—Yes.

685. (*Mr. Trevor.*) Assuming that she was in mid-Atlantic, there is nothing on this drawing to show where she had been seen, but assuming that it was in mid-Atlantic, what would you suggest?—I could get the latitude and longitude of that derelict.

686. (*Chairman.*) Of course she does not stay still, she moves her place pretty rapidly?—Yes, of course that would depend upon whether she was worth towing, but the best thing would be to blow her up, she would not be nearly so dangerous if she were blown up, as floating about in that way.

687. Let us change the ground, and say that you have got a submerged derelict to deal with, bottom up, where you cannot see her, what do you suggest then? To destroy her in the best manner possible.

688. That is just what has puzzled generations to know, how to destroy a derelict. If you could give us any practical suggestion for carrying it out, we should be very much obliged to you?—If the derelict could not be destroyed, she would have to remain where she was, but is it impossible to destroy a vessel with dynamite?

689. It has always been held that if you break a vessel up, especially a vessel laden with lumber, you add very much to the danger by multiplying the wreckage, and that is a greater danger to navigation than one single derelict?—I do not think so, because I think a log of timber, while in the case I have just mentioned it is dangerous, that is a very exceptional case. I do not say that a log floating on the water is not dangerous, but I have seen deals and logs and timber coming to a ship without any injury to the ship, and they have always gone away from her. Supposing a ship is in a field of ice, which is very similar, you will see that the ice never falls in upon the propeller of the ship.

690. You talked about a number of vessels lost from unknown causes, do not you think that ice is much more likely to be an unknown cause than a derelict?—I do not. These things occur when there is no ice or when ice has not been reported, and we have every reason to believe that there is no ice on the track; you see we have only got one period of the year when there is ice on the track.

691. I suppose you will admit that if a vessel runs into the ice, the effect upon the vessel would be very much more disastrous than if she ran into a floating derelict?—Experience is the surest guide in that respect. We know very well that two or three vessels have gone into icebergs, notably the "Arizona"; she ran in full speed end-on, and she had 30 feet of her bow cut off; only as far as the first water-tight compartment, fortunately.

692. But would you anticipate a tremendous hole made in the bow by striking a derelict?—It is not unusual for a ship to be almost in a sinking condition through striking an iceberg. I believe there are some instances known; I do not remember them for the moment; I should have made a note of all those things at the time had I known, but I am sure there have been at least two ships almost abandoned through striking icebergs. Then there is one of the German steamers, the "Augusta Victoria" or "Furst Bismarck."—I do not know which, it was on her first voyage—collided with icebergs. I know that some of the plates in the run were started.

693. All that points to the great danger of ice if the ship happens to be struck. In your experience have you had more authenticated cases of vessels striking ice than striking derelicts?—I certainly have heard of more cases of striking icebergs than derelicts.

694. What we are very anxious to get hold of are authenticated cases of collision with floating derelicts, and so far we have not heard of very many. There has been a memorial signed very largely by masters and captains of vessels asking for an inquiry, but I think that is not from any known dangers or any actual experienced dangers, but rather from the idea that there may be a danger?—Yes. I suppose that it is suggested by the fact of vessels disappearing without any well-assigned causes.

695. Quite, and it is assumed that derelicts are the cause?—It is assumed that derelicts are the cause.

696. Though without any actual knowledge?—It is assumed, I think, with very strong probability.

697. (*Sir Evan MacGregor.*) I think you were one of those who headed the petition to Her Majesty's Government and the United States Government?—Yes, I signed the petition.

698. And your suggestion is to employ a special vessel, I think you stated?—I do not think I have any suggestion to make because the Government will decide upon the best means; it might be a vessel from the North American Squadron which would undertake it, or it might be a special vessel.

699. Supposing it to be a special vessel, what should you consider would be a good year's work? How many derelicts would you be satisfied with? How many derelicts should she be likely to deal with?—That is such an exceedingly uncertain quantity; it would depend in a great measure upon, first of all, the timber trade—they are mostly timber vessels—being old worn-out ships that carry the timber. It is not the good ship that becomes a derelict; they are those vessels that have done their legitimate work in other trades and which have been sold to either Norway or Sweden, and that is a question that it is almost, in fact it is almost impossible to enter into. I could not even form an idea of the number of derelicts that have been seen at present on the Atlantic during the year; but I certainly could very soon find out from the Hydrographer's Office in New York, and I would be very happy to get any information for you on my return to New York, from the Hydrographer's Office.

700. (*Mr. Trevor.*) Why go to New York?—Well, you see, there is a chart there. The American Government

Captain H. Parsell.

1 May 1894.

take so much more interest in meteorology and things connected with the Atlantic.

701. Than our Government?—Yes, than we do. There is the proof; there is that chart; you can go back with that chart issued by the American Government for 15 or 20 years, and that chart shows the derelicts floating on the Atlantic.

702. (*Sir Evan MacGregor.*) What steps have the American Government taken to show that they take so much interest in this question?—They have not yet, but they are seriously talking of removing derelicts from the ocean.

703. (*Mr. Trevor.*) You mean from their own coasts?—I think credit should be given where credit is due.

704. (*Sir Evan MacGregor.*) How do you arrive at that knowledge—that they are going to do something?—Simply by report from the Hydrographer's Office in New York that they are entertaining the idea. I do not say that they are going to do it.

705. To remove derelicts from their own coasts, is it not?—I believe they intend to extend their care over the entire route.

706. Supposing you do see a derelict, do you make any report when you come to the end of the voyage, or should you?—We always report.

707. To whom?—We report to the Company in our abstract.

708. Only to the Company?—Only to the Company.

709. Then there would be considerable delay?—The abstract is always posted in Lloyd's room and the derelict would be known. And not only do we do that, but supposing I pass one on the passage out, immediately we arrive in New York the position of that derelict is cabled over to our office in Liverpool; it is then posted in Lloyd's rooms by the orders of the managers of the Company, and we have it posted up in our office, and we are all obliged to initial that report. An iceberg or a derelict or any obstacle that is seen is cabled over at the Company's expense, and it costs us a great deal every year to do that.

710. Do you receive this wreck chart?—We receive the United States wreck chart. We receive a very large amount of data issued every month; we have a regular printed catalogue, and every iceberg and every derelict and every obstruction that has been seen on the route between New York and this country, in fact, on all the American coast.

711. Then is any practical use made of this chart?—Certainly. I always have that chart before me when returning and sailing over the ocean. I take that chart, and I consider that it is a very great guide, and an exceedingly great advantage to me. It tells me the limit of fog reported, every derelict on the ocean, and almost every iceberg seen. It is issued on the first of every month.

712. But then what is the practical effect with regard to the derelict?—The practical effect with regard to the derelict. You are aware that the exploration of the Atlantic began with the "Lightning" and the "Challenger." They told us the sets of the current, and if you notice on that chart you will see the position of the derelict and the line that she follows; a very good idea can be formed from that.

713. But I meant what particular steps are you able to take on account of that knowledge? You do not stop or go slow at night when you are near the supposed position of the derelict—you do not really make any difference?—Of course I know that this was in a certain position at a certain date. I see how far that was from our track, and it must be somewhere near our track because we all have specified tracks, at least the leading lines have specified tracks. I know that if a derelict is reported at a certain date, that when I get there it will not be there; it will be out of my way, going upon the old principle of steering for a doubtful danger.

714. (*Sir George Nares.*) You mentioned about the United States going to extend their work in clearing the ocean. Do you know that they are clearing their own shores of derelicts or sunken wrecks?—That I am not prepared to say, nor am I prepared to say that they are going to do it, but I know that it is under contemplation to do it.

715. Do you know what has been done for the last 20 years on the British coast in that direction?—No, I do not.

716. When you say that the United States are taking more interest in these subjects, it must be in connection with some other country. What is the other country? Is she taking more interest in it than Great Britain?—I think that you have rather misunderstood me. I meant with regard to such works as the chart and reports; I do not mean to say in sounding or exploring. We have not issued anything to correspond with that chart which is before you now.

717. On that chart, which is a monthly chart, there are a great number of sunken wrecks on the coasts of the United States?—Yes.

718. Do you know of a single sunken wreck on the British coasts dangerous to navigation at the present moment?—I do not.

719. Would you be surprised to hear that there is not one; that we have evidence that there is not one?—I suppose that you have evidence. Within what limits do you mean?

720. We have evidence that immediately any sunken wreck or floating wreck is within a reasonable distance of the shores of Great Britain, the lighthouse authorities send out at once and search for it; and actually within the last five years, through their instrumentality, 14 have been towed into harbours, for instance; 40 have been searched for but not found. I only put it forward for you to see that there is something going on off the British coasts that is not generally known?—I am quite aware; I suppose that if we limit it to a distance of 20 miles off the British coast that every effort is made to remove obstructions to navigation.

721. It would be news to you that some of these vessels have been searched for 100 miles off?—That would be the extreme limit.

722. You say that you know pretty well within 20 miles; it would be news to you to know that they sometimes go out 100 miles?—Yes, that is news to me.

723. Would it be news to you that sometimes men-of-war are sent out on special cases?—I know there have been cases of valuable ships reported broken down. I have known a man-of-war taking out provisions to ships before now.

724. We must not take it that Great Britain is doing nothing?—I said that the United States was doing more in sending out papers. I would be sorry to admit anything against my own country, and putting the United States before it.

725. Supposing the work of Great Britain is extended, do you think it would be a practical thing to keep a vessel patrolling the North Atlantic to search for derelicts? Do you think she would ever see one, when you have only seen six or seven in the course of 20 years. I do not mean to send out specially to look after derelicts, but to keep patrolling and looking for derelicts. You say you have only seen six or seven in 20 years: now do you really think that this vessel would see more?—I do not think she would see more.

726. How far was this derelict off that you saw from the "Britannic"?—She was quite close to.

727. Then you think in a case of that kind that it would be reasonable to take some steps to endeavour to find a well-known vessel like that?—I do.

728. And that that kind of vessel might be found?—I think so.

729. What would you give as the length of life of an ordinary derelict in the rough weather of the North Atlantic, not taking a timber-laden ship?—Well, you see, that is one of those questions that no mere supposition could settle, and you have no experience to guide you. Take, for instance, this vessel, I do not know if I remember rightly, but I think that vessel was spoken continuously for some three or four months after I saw her first. I am almost sure of it, and you see that is in the summer in July. At that season of the year that ship might drift about for a year.

730. But would not the seas break on board of her?—She is lying here as you see her now.

731. But supposing the "Majestic" were lying like that, would not seas break on board of you?—No, I do not think so. I am sure they would not.

732. Not at that moment, but taking the rough weather of the North Atlantic, you would not like to lie in the "Majestic" for a month in the Atlantic without moving?—At that season of the year the North

Atlantic is pretty calm, especially if she drives down between the trade winds.

733. I did not ask you about calm weather, I am speaking of the route between England and New York?—Well, if a derelict were there in the winter the Atlantic rollers would very soon smash her up.

734. Two days ago there was news of a vessel on her beam ends, a four-masted barque, I think, laden with coal?—Yes.

735. How long would a vessel remain like that before the sea drives in her hatches and sends her to the bottom?—That vessel was practically sinking when the crew left her. I looked into all the details of that. She shifted her cargo and put her lee rail under water; it was only a question of time, for she was laden with coal, and bound to founder.

736. What would be the ordinary life of a vessel coming to grief in that way, a week?—I would not give her 48 hours.

737. Therefore, you would make a special case of special derelicts?—Yes, a special case of special derelicts, you have to come to this. As I believe I have said before, the principal number are those timber-laden ships.

738. In the statistics which we have of the derelicts and floating timber that have been struck by British vessels in the last three years, there have been 103 cases all over the world, and it comes out that in the North Sea, away from our coast, 16 logs of wood or derelicts have been struck, but on the North Atlantic track route only 8, so that if responsibility is to come on the Government to undertake patrolling any sea we must also go to other seas than the North Atlantic?—The same thing applies to the North Atlantic as across to the Straits of Gibraltar.

739. Precisely, where there is a larger trade than crossing the Atlantic to New York?—Not a larger trade.

740. Surely there is a larger trade passing down the coast of Portugal?—Yes. I am speaking of the exclusively American trade. Of course if you take into consideration the trade of the Suez Canal it is much more.

741. If Great Britain undertakes to patrol one sea she must patrol several where there is equally large trade. You rather confine it to the one route, the North Atlantic?—Well, I think there is not the necessity to explore that coast. I have some experience of the coast of Portugal, the Straits of Gibraltar and Suez also, and considering that vessels keep very near the coast and that the prevailing direction of the wind and current drives everything on to that coast, I do not think there is the necessity for patrolling that part of the ocean as much as the route that we follow.

742. You keep such a splendid look-out now, it is impossible for you to take extra precautions, because you have been told of the derelict by the chart?—To keep a more vigilant look-out than we do is impossible. We have a look-out continually, consisting of two men on the foremast and the officer on the bridge.

743. You need not go into the particulars. What I was aiming at was that the chart partly frightens you, but it cannot help you to get out of the way?—It cannot help us to get out of the way at all. The great value of the chart is to give us an idea what derelicts have done on a previous chart and what they are doing on this chart, and we are always comparing the one chart with the one of one or two months previously, and we are speculating on the probable drift of those derelicts.

744. I suppose when you leave Great Britain you have presented to you at the Custom House the Board of Trade Notice to Mariners, a monthly summary, and there they warn you about derelicts much in the same way as that American chart does?—Yes, any known danger on the route. There have been instances, in fact several, of, say, a steamer broken down. I know one instance of one of our own being broken down, and other steamers starting off from the Fastnet, steering for her, finding her, and picking her up. She did not tow her back because one of our other steamers had fallen in with her.

745. She was completely broken down?—She was a whole week; I think, 10 days.

746. Was she making way through the water?—Yes, slowly.

747. With some sails, and therefore keeping on the line of route?—She kept as well as she could on her line of route, but I know this vessel went off with the idea of picking her up, and succeeded in finding her.

748. (*Mr. Trevor.*) You said that the Board of Trade's Monthly Summary is given to you at the beginning of each voyage?—Yes.

749. Do you think that gives you useful information?—Yes, undoubtedly it does.

750. Is it about equivalent to the United States chart in utility?—It is, excepting that the printed matter is not so good as the graphic description of the American chart.

751. But still the seaman can put his written information on to his chart very easily in his own mind?—Yes.

752. And, therefore, the monthly summary of the Board of Trade is nearly equivalent to the United States chart?—Yes, nearly equivalent.

753. Therefore, with the two, you think you have got the guide to all the dangers that you require?—I think so. The Board of Trade Monthly Summary is chiefly devoted to the buoyage and lights.

754. But I am speaking now, of course, on the question of derelicts; it gives you every derelict that has been reported in this country?—Yes.

755. And the United States chart gives every derelict that has been reported in the United States?—Yes.

756. Therefore, between the two you get a very large amount of information?—We do get a very large amount of information, and very valuable information too.

757. I think you told us that, although it was necessary, from your point of view, that whoever is to undertake this duty should patrol the North Atlantic, it was not so necessary to patrol the route by the Mediterranean and by the Coast of Portugal, on account of the prevailing winds sending anything on shore?—I merely said that the presumption was that those things should be taken into consideration in considering the necessity for patrolling that part of the ocean.

758. Therefore, on the whole, you thought it was not so necessary to patrol the route to the Mediterranean as the route to New York; that was the tendency of your evidence?—That was the tendency.

759. What should you say about the North Sea and the trade to the Baltic?—I do not know anything about the North Sea; it is so many years since I was in the North Sea; I have not been in the North Sea for about 45 years.

760. But still is not it conceivable that, if there are derelicts in the North Atlantic, there might also be derelicts in the North Sea?—It is quite probable that there would be derelicts. The question then would arise, "Do we have similar casualties in the North Sea to those that we have in the North Atlantic."

761. There are a good many reported, but my object in asking the question was this, that if one ocean is to be looked after, must you neglect all the others?—I should think that a route requires supervision specially in proportion to the very vast amount of human life that is carried over it. You see there is more life carried across this route over the Atlantic than any other route in the world.

762. More than to India and Australia?—The emigration to the United States certainly exceeds that of every other country in the world, and consequently it must exceed that of Australia.

763. The emigration is only one passage; it is not the continual journeying backwards and forwards?—Yes, there is the continual going backwards and forwards. I am sure I know very well, in fact I am positive, that nearly 45 per cent. of the numbers return across the Atlantic in ordinary times.

764. I will take another part of the subject. You told us very properly that you would like submerged derelicts destroyed in the best way possible?—Yes.

765. Could you give us any idea, from your own views, what is the best mode of destruction of the derelict when you come to it?—As I said before, the best way would be to blow her up by some explosive. That would depend entirely upon the ship herself. Now I should think that it is not impossible to destroy a derelict with our modern appliances, no matter although she was awash.

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766. Do ordinary merchant ships carry sufficient explosives with them to blow up derelicts?—No, we do not.

767. You are not allowed to carry dynamite?—No, it would be a very dangerous thing to put on board a passenger steamer.

768. Therefore, that points to the necessity, if they are to be exploded, that there should be a special vessel to explode them?—I should think so.

769. Then, of course, that comes back to the question that Sir George Nares asked you, that possibly one derelict in three years might be found?—Yes.

770. You would not advocate the burning of a derelict; it would be difficult, would it not?—I would burn the derelict if it were possible to do so. I should burn that one, for instance; as much as would consume of her.

771. With petroleum?—Having a ship that has nothing to do, it would be a nice experiment to see how far it would burn.

772. Do you think burning would be easy?—It would not be very easy.

773. A derelict ship when moistened does not burn quickly?—There is a large part of the upper portion of this ship (*pointing to the sketch*) that would consume very quickly.

774. The derelict standing well out of the water and her masts in, is not so dangerous as a submerged one?—No, the danger of that ship is at night. Of course you cannot possibly see craft at night. A steamer going at a rate of 21 miles an hour would be over that thing in a dirty night.

775. Now, as to the probability of sighting those derelicts; is the track of the White Star Line different from that of the Cunard ships?—No, we all take the same tracks by mutual agreement; it is on the chart.

776. Is it the same track; do all the ships take the same route?—The leading Lines have all adopted the same track (*pointing to the chart*).

777. Then the probability is that you, in your ship, would be likely to see the same number of derelicts, you starting on a Wednesday, as the Cunard ship starting two days afterwards?—Yes, it frequently occurs that we see the very same things on the passage; they are reported by the ships.

778. Is that derelict which is reported by you, and by the Cunard captain, and possibly by others, entered as three or four separate derelicts, or as the same one?—It is entered, as far as I am concerned, as the same derelict as would be reported by the captain of the "Campania" or the "Lucania."

779. I think you misunderstand my question; what I am trying to arrive at is, is the derelict A, which is seen by you and the Cunard captain, and somebody else, entered as one ship, or three separate ships?—One ship only, as a rule; following, as we do, the same tracks, the great probability is that it is.

780. Has a derelict got a name to it; how can it be distinguished?—It is very seldom that you can make out the name; you cannot always. It may be too far off, or the name is submerged; in many cases the name of the ship is on the bow.

781. If the name is indistinguishable, how is it that it is supposed to be the same ship by three different observers at different times?—There is a description of the vessel which is in many instances as good as the name, because it is very improbable that there will be two bearing a striking resemblance to a derelict on the ocean, and we can generally determine from the description given—my description as it compares with that of any other commander—whether it is the same ship or not, and especially when they take the locality into consideration.

782. Then you think, in the published reports, say, of this American chart, that there is no fear or probability of the same derelict being treated as three different derelicts?—No, I do not think there is the slightest chance of that.

783. You told us that any obstacle seen, when reported at New York, was cabled over to this country at the Company's expense?—Yes.

784. And that is very useful to you?—It is very useful to us.

785. How soon after sighting a derelict do you get to New York, say; three days?—About the third day as a rule; sometimes less and sometimes more.

786. And then when it gets to this country it is pretty well on for four days?—When it gets to this country it will be about the fourth day. Of course if it is sighted west of 50, it may be here on the third day.

787. And then it is posted at Liverpool, possibly the same day?—It is posted immediately.

788. Is it easy for a man going out from Liverpool on the fourth or fifth day after you have seen a derelict, when he gets tolerably near the site of your report to calculate where that derelict eight days afterwards has gone too?—To that question I should answer that the proper station for a vessel told off on that duty would be either Halifax or Newfoundland, and be subject to orders by telegram.

789. But my question was addressed to the difficulty or the probability of a seaman starting from Liverpool after having seen this information posted there; of a seaman starting from Liverpool, say, on the fifth day after you had seen the derelict, and gone to New York, and cabled it home for him, when he got to the site of it, to know where and how to avoid it; say he starts five days after the actual sighting, he must take two or perhaps three days to get to the neighbourhood of the ocean where it was originally seen. Is it easy for him then to look for it? How far has the derelict gone, and in what direction, during those eight days?—The charts, of course, would show its probable drift, but it is impossible for a navigator absolutely to depend upon them, as much depends upon the weather, and many other circumstances that may affect the position of the wreck. It would be almost impossible for a man to go purposely to steer clear of it, because it would depend entirely upon the prevailing direction of the wind, and of a certain quantity of the Gulf Stream, if it got there.

790. That of course points, does it not, to the great difficulty of finding a derelict?—Well, with one single observation, with one single report, there would be very great difficulty, but I am assuming that a derelict would be reported two or three times, and that would give a pretty good idea where she was, and how she was drifting.

791. (*Captain Wharton.*) When did you first get any idea of a serious danger from derelicts in the Atlantic. You say you have been in the Atlantic trade 20 years. Did you have the same ideas 20 years ago?—I have a very distinct and vivid recollection of always, during that 20 years, feeling that there was certainly some danger in the ocean that we had never thoroughly explained, at least so dangerous that it resulted in casualties for which there was no explanation, and I have always felt that it would be well if we had some steps taken to remove those dangers that may possibly be lying in the way of a ship.

792. When was it borne in upon you that derelicts caused the danger. You say that you have noticed in the course of your service at sea that a ship is reported as missing?—Yes.

793. And you felt that there is some reason for its being lost. When did it strike you, or dawn upon you, that it was caused by derelicts?—That would be very difficult for me to say, but I know that the possibility of a derelict causing such a thing has always been, in my estimation, a probable factor.

794. Naturally, if you run into a thing, you may come to grief?—A very probable factor.

795. Was it before the publication of the United States Pilot Chart, or was it in consequence of the United States Pilot Chart?—That is one of those questions that it is impossible to answer. I believe it was prior to the publication of those charts; I firmly believe it was.

796. You have seen a lot of them before those charts?—Yes, I have been at sea nearly half a century.

797. And those charts were only published 10 years ago?—I have been at sea since 1844, and have been all over the world I think pretty much.

798. But you have a fixed idea in your mind that vessels in the Atlantic are lost by collision with derelicts; is that so?—I have not the fixed idea that they are lost, because it is one of those things that you cannot tell, but I have a fixed idea that derelicts may,

more than probably, tend to the loss of ships, or cause the loss of ships.

799. How many cases of collisions with derelicts have you heard of more or less, yourself, in the Atlantic trade?—I have never been in collision with a derelict myself; I have never heard of one.

800. Then do you assume, or do you think it likely that if a vessel struck a derelict, she would certainly be lost, or would a certain proportion be merely injured, and get off, or perhaps not be injured at all?—She might go off without injury; she might escape without injury; she might be partially damaged, or destroyed entirely.

801. Do not you think that the probability is, that the number of vessels lost by striking derelicts is very small, seeing that the reports of the vessels striking derelicts and coming off scot free are so very rare that you have hardly ever heard of it. The whole question is a question of frequency, is it not?—Yes.

802. If one vessel is lost in a century, it would not be worth while for the Government to search for derelicts, when you are not exposed to much greater danger than that. There is greater danger in going along the streets here than going across the Atlantic. You will admit that, as a sailor?—I do not know.

803. Have you been a sailor for 50 years, and you do not admit that the sea is safer than the land?—I admit that; I admit that I am infinitely safer on salt water than I am on shore. That is what I always tell my passengers.

804. Do not you think that if any considerable number of vessels had been lost by collision with derelicts, we should hear of a great many more cases of reported collisions with derelicts where the ships have been merely injured; you yourself have never heard of such a case in all your experience?—I think that you are perfectly right that it is most probable.

805. Then the danger is really not very great?—At the same time you are dealing with one of those questions where it seems impossible to get much data, and as the sea is always dreadfully mysterious, it is one of those things that might happen to be worth while inquiring into.

806. That we admit, but we do not want speculation, we want facts; and if we agree that there must be a larger number of collisions with merely little damage, than collisions with total loss, the chance of loss of life appears to be very small, as the reports of collision with damage only are so very few. Do you agree with me?—I quite agree with you there. The very fact of the small amount of loss of life in the entire Atlantic trade is sufficient to prove that. You see the loss of life percentage in proportion to the numbers carried, I suppose, is as small in the Atlantic as it is anywhere, if not smaller.

807. Can you give us any special ships that you believe to be lost by derelicts? You have referred once or twice in your evidence to casualties that have occurred at sea; are there any particular ships that you have remembered whose loss you put down to collision with derelicts?—I have never put the loss of any ship down to a derelict, as I said two or three times. I merely suppose that a derelict may have been a probable factor in the cause of a loss, because it is impossible to say what is the cause of the loss of a thing when we know nothing about it. There is the fact of the loss, and no vestige of her remains, and the question is, What is the cause of the loss of that ship?

808. That is mere speculation?—We know very well that as far as the ship is concerned, that she is staunch and strong, that she is provided with every appliance that modern ingenuity for safety can produce, and still she disappears, and why?

809. As sailors we all know there are many ways; there are such things as rocks, for instance; there are such things as collisions with other vessels, and both vessels foundering in a very few minutes?—Would you think it possible for a very large vessel to disappear and not even a vestige of her has been found from that day to this. Now I think of another, an American steamer, which also disappeared, and not a single vestige of that ship has been found.

810. Would not that be caused by collision with ice, which you have admitted is as great a danger as derelicts?—It is possible, but in this particular instance I mention specially, there was no ice. It is not in the season when ice is about.

811. Is it not within your own knowledge that ice has been seen in the Atlantic at all months of the year?—There are some years when icebergs are to be seen at all seasons of the year, but at the seasons, say, in November or October or September the ice is so soft that I think the iceberg would get the worst of it, as a rule.

812. If it were 100 yards through; of course that is a very small bank of ice?—It is pretty soft in that season of the year; it would melt away in a very few hours.

813. Would you like to run the "Majestic" into 100 yards of ice going 20 knots an hour?—Not knowingly, but the thing that we have to take notice of is that there is nothing seen afterwards whatever.

814. Would that not be caused by her striking upon a rock?—If she had struck a rock you would have the splinters, and you would pick up some of them.

815. Why? If she sinks into deep water, why leave more than if she struck a derelict?—There would be an attempt to get a boat out and some life-buoys would be found in the case of striking a rock.

816. The derelict would cause a more sudden destruction than striking a rock?—I do think so.

817. If you run the "Majestic" over a rock in 20 feet of water at 20 knots, then she would not go to the bottom so fast as if she struck a derelict?—When a ship is in the neighbourhood of rocks as a rule the navigators are looking out knowing they are in the vicinity of the danger. There are no unknown rocks in the Atlantic. The great probability that brings forcibly to your notice that it may be a derelict and what intensifies the probability is this: That the derelict would be lying away insidiously on a dark night, the ship would be running along, and the passengers would be lulled into a sense of security by the knowledge that they were in mid ocean, and there was no danger. But ordinary experience has told us that it is more than probable that a ship would, under such circumstances, disappear, and perhaps the only probable way is that it would thus disappear without leaving a single vestige.

818. That is your opinion?—That is my opinion.

819. You know of a rock called the Lamb rock being found a few years ago?—Where?

820. About 20 miles south of Cape Race?—Yes.

821. Did not that astonish you very much?—That astonished me very much.

822. May not a vessel have been lost upon that?—A vessel may have been lost on that.

823. Your argument assumes that we know all the rocks that are in the way, and that rock is clean in the way to Cabot Strait?—This vessel that I speak of was not lost on that route.

824. I am not supposing that all the ships are lost on the Lamb rock, but I am quoting that as an instance, only recently discovered, of a very dangerous rock. There is a good deal of water on the rock, but we know that a ship hitches with a heavy sea?—We have discovered a rock close to Port Lynas.

825. As sailors we all know that a great many rocks are discovered every year?—Yes.

826. Will you tell me a little more however about the United States Pilot Chart as regards derelicts. Have you turned the "Majestic" one inch out of her way because a derelict was marked on the chart?—No, I am sure I have not.

827. Do you think that any captain would turn an inch out of his way on account of what was on those charts?—I do not believe that they would.

828. Will you tell me again what use you make of it?—The use we make of it is that it puts us on our guard; it tells us that the derelict is there.

829. But you say that you cannot take a better look out?—We cannot.

830. How would it increase your safety?—It forewarns us, so to speak, that it may possibly be there. It is one of those things better for knowing that the derelict is on that chart, and I feel that it is better for knowing that it is there because I think in the responsible position in which we are all placed in navigating these steamers we cannot know too much.

831. But you never have made practical use of the chart in the way of turning one inch out of the way,

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and you cannot increase the look out?—I have never altered the course of the "Majestic"; and I do not believe that anybody else has deviated from their course on account of the chart.

832. You mentioned this just now, that a good ship does not become a derelict. In saying that did you mean to say that she did not become a derelict—that a good ship is never abandoned?—A good ship is never abandoned because she has the requisite strength and requisite equipment to carry her to her destination to make her voyage safely.

833. Supposing she is dismasted?—If she is dismasted, unless she is making water or is entirely out of provisions I do not think that any sailor is justified in abandoning her merely for being dismasted.

834. Take the case of a vessel on fire?—Then the probability is that she will not become a floating derelict. She would consume to the water's edge.

835. Will that vessel float for very long?—No.

836. Then you did not assume that every vessel that is reported and placed upon the United States charts is likely to last for very long?—I do not assume that they will last for any very great length of time.

837. Do you know what estimate the United States Hydrographer fixed as to the average time in which a derelict floats?—No, I do not.

838. It is from 20 to 30 days; that is rather important. That is simply their opinion; but it has rather an important bearing upon the question of being able to destroy vessels if a vessel lasts 20 to 30 days. Do you think there would be very much chance of finding her taking into consideration the time that would elapse before the report was made and the time that would elapse before she would get to the spot, and then there would be the limit for her?—I would think, considering the time that it would take to find her and the very great improbability that nothing would touch her in the few remaining days, that it is scarcely worth going after her if this experience of the American Government is correct that she only lasts 20 to 30 days.

839. That is the written statement by the Hydrographer's Office,—who you say, has devoted a great deal of time to this question—that the average time is from 20 to 30 days. We all agree that it is very rare that they float for a long time, say perhaps three or four in the year: what do you think?—I do not think that many of them would last beyond two or three storms of the Atlantic; they cannot last for very long.

840. You are an experienced sailor. You stated just now that it is easy to find a derelict. Do you really, after thinking the matter over, think it is; especially when the most dangerous derelict of course is the capsized derelict that has got imprisoned air, or has got imprisoned logs of timber or cotton on board that would keep her afloat for a long time; do you think that it is an easy thing to find that? How far would you see on either side in the sea in the ordinary way?—From our bridge our full range of vision would be a fraction over eight miles; the height of our bridge is 45 feet from the water.

841. Do you think if you searched eight miles on either side of you that you would be certain that you had not passed a submerged derelict. Would you be able to trust to your men to that extent?—I do not think that they could see anything like eight miles. That is the absolute limit of our vision; the majority of times I should think especially of a vessel on a wash not more than five or six miles.

842. Have you ever put down upon a chart the sort of track that a vessel would have to follow and the length that it would be, in order to make you feel any way certain that the derelict she was looking for had disappeared?—With regard to the finding of the derelict the vessel is not out in search of her alone, but would be depending in a great measure upon the passing vessels who may have seen her and signalled as to her position. Were it known that a derelict was on a certain track it would be the duty of the ship looking for her to keep on that track and signal vessels passing as to whether they had seen her, and she would be employed as much as possible in getting information from the entire fleet that were crossing.

843. And you think that is practical without a very large fleet of searching vessels?—Yes, without a large fleet of searching vessels, I think.

844. Do you think that one vessel detailed to that duty would reduce the per-centage of vessels in the Atlantic to any appreciable extent?—I do not think that a solitary vessel told off on that duty would be of much service.

845. Do you think it would take a considerable number of ships in order to give satisfaction?—A great deal would depend upon the energy of the man in charge of her.

846. This duty, if it was undertaken, would continue for ever; it could never be stopped. Do you agree with that?—It would have to be continued.

847. Because you would agree that even supposing that you had swept the path that is generally followed by one particular line of steamers that you are talking about now, the Atlantic trade, you would not prevent a fresh derelict?—Allow me to correct my statement. Supposing that it were tried, and there is no harm in trying anything, there is a very great probability it might be of service. Certainly there is a strong presumption that there ought to be, consistent with our legislation for the preservation of life and property at sea, every means used, and if by actual experience (it being a subject that is so uncertain in its data, and everything connected with it,) it was found to be of no use you would discontinue it.

848. Do you know of many successful cases in which men-of-war have been sent to look for reported derelicts not very far from the coast of England. You are saying now that if it was found to be of no use, that you do not think you would be justified in going on. I suppose you have no knowledge of men-of-war being sent out to look after the reported derelicts?—No, I have no knowledge of that.

849. In fact, you may take it that although men-of-war have been sent out from time to time to find derelicts with masts standing and derelicts capsized they have never been able to find them. Only last month a vessel was sent from Plymouth, and she was searching for five days to the north-west of Scilly in a crowded track for a vessel that was two or three times reported with her lower mast standing, and she could not find her?—There is one thing, I think; the cause of derelicts seems to be principally these old worn-out and especially soft wood ships—they are the things that become derelicts. The practice of partial deck-loading is a very great source of danger. We will suppose that a ship with a partial deck-load gets a certain amount of water on deck and probably there is no possibility of the water getting from the deck, and the deck-load begins to float; the injury would have the effect of carrying away the staunchions and might split her covering-board, and although the vessel was otherwise sound it would cause her to make a very large quantity of water, more than her pumps could free from her.

850. That would seem as if more might be done to reduce the number of derelicts by legislation as to loading them rather than by letting them become derelicts and then destroying them?—Certainly, that is a very important matter.

851. Do you think that vessels would stop and attempt to destroy a derelict if any bounty were given for it. I am not speaking of mail steamers for you are always in such a hurry. If you knew of such a vessel you would not stop to destroy it just for the sake of the bounty, but ordinary vessels that tramp the seas might. Do you think that would be so?—I would like to correct that impression; I do not think that the mail steamers are in such a hurry as is generally supposed.

852. You are always trying to beat the last record?—There is nothing that gives me less concern than beating the record. There is nothing that I care less for than making a passage; and I am sure there is nothing that our managing directors care for less than a quick passage. In the 23 odd years, nearly a quarter of a century, that I have been in the service of the White Star Line, I have never heard a word of encouragement for making a quick passage or a word of blame for making a long one. I have never heard a word one way or the other. On the contrary they try to impress upon you that as much as possible you must attend to safety.

853. You said just now that you thought the North Atlantic was the most important place, and certainly that there was no necessity to take very much trouble about the track from the British Channel to the Straits of Gibraltar because it was near the land. As a matter

of fact the only case which has been reported to the Board of Trade during the last ten years in which any loss of life has occurred from striking a derelict was exactly off that coast eight miles from the shore at Cape Roca, so that the facts are rather against that idea of yours. There is no known case of any loss of life in the Atlantic and there is one on the coast of Portugal. I think it is right that that should go down after what you have said. That is a fact?—Eight miles from Cape Roca?

854. Yes?—That is what I imagine should be seen from the shore.

855. It might be. If she had just drifted in from the Atlantic it would not be seen?—Then the vessel that was lost—which way was she bound?

856. She ran upon her and sunk?—Had she any right to be struck within eight miles of the coast.

857. Yes, it is the regulation line—inside the Burlings. But you do not know that?—Yes, I have been inside the Burlings in navigating that coast.

858. (*Chairman.*) You said that you thought it was the duty of the Government to make experiments to see whether steps should not be taken to remove floating derelicts. Do not you think that the Government ought to have something certain to go upon before they impose the taxation which would be necessary to carry out the search for derelicts to any considerable extent?—Yes, they should have something to go upon. but it seems to be a subject upon which very little, if any, reliable data can be gleaned to make it actually patent, and I think it is our duty to do so.

859. Ought not the Government to have certain knowledge that a great amount of property is lost, and life is lost owing to floating derelicts before they embark on any large scheme of this sort that you suggest?—I think it is absolutely necessary that they should have knowledge that it is so before spending public money.

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860. We have it in evidence that one of the big steamers on the North Atlantic lines had experience of running into a derelict—she ran into a ship bottom up, and not only did she get no harm, but it simply stopped her; she reversed engines, and did not receive any damage at all. Let us suppose if this happens to one it might happen to another—running into a derelict does not necessarily mean danger?—From the very fact of running into a derelict bottom up there would be nothing but the sliding surface of the ship's bottom; there would be none of those projections which might be in a derelict; there might be her anchor stocks, there might be stauchions and lots of dangerous things that would make her a perfect gridiron to the ship's bottom. If you strike a derelict bottom up that alters the case. I think that it is very likely that something of that kind might happen that you mention.

861. You think that the damage from the derelicts is more likely to arise from the masts and things sticking up in the ship?—Yes.

862. But these injuries would be above water?—Yes. I have seen one derelict bottom up, and the probability is that the ship would smash her up in running into her. If she had any drift she might run over her because the fore foot is cut away so much with us. We begin to round the fore foot at 16 feet, and we have quite a curve of 80 feet.

863. (*Sir George Nares.*) As to the relative importance of clearing any particular route may not we take it that you argue that in the North Atlantic route vessels are running with the usual line of drift of the derelicts, whereas in the route along the Portuguese coast vessels are running across the usual line of route of the derelicts?—Yes, that is so; we are for the greater part of the route running along the line of drift.

864. But on the run to the Mediterranean it would be more crossing the line of drift?—Yes. We are running at right angles to it.

The witness withdrew.

Adjourned to Friday next at 12 o'clock.

FOURTH DAY.

At the Office of the Board of Trade, Friday, 4th May 1894.

PRESENT:

REAR-ADMIRAL LORD WALTER KERR IN THE CHAIR.

Sir COURTENAY BOYLE, K.C.B.
Sir EVAN MACGREGOR, K.C.B.
Sir GEORGE NARES, K.C.B., F.R.S.

C. CECIL TREVOR, Esq., C.B.
Captain W. J. L. WHARTON, R.N., F.R.S.

J. WADDON MARTYN, Esq., *Secretary.*

Captain J. C. ALMOND called and examined.

Captain J. C. Almond.

865. (*Chairman.*) You are the nautical inspector of the Peninsular and Oriental Company?—Yes.

866. We have asked you to come here to-day to give us any evidence that you can with regard to the object for which we are met; that is with reference to the danger to navigation through floating derelicts?—Quite so.

867. You have no doubt yourself had great experience of ocean navigation?—Yes, I have had an experience of 45 years with the P. and O. Company, and 22 years out of that I have been in active command.

868. And you have, no doubt, navigated in all parts of the world?—All except the Atlantic.

869. Can you give us any instances of derelicts which have come to your knowledge?—No, they do not come our way, I cannot trace any record. There is a tradition of one of our vessels passing close to a derelict on the coast of Portugal, and of course from time to time when we have seen notices of derelicts in the Bay of Biscay, or the coast of Portugal, within 20 or 30 miles of the coast, it has made us a little anxious; but we have no instances of our own that I can trace.

870. And your navigation extends all the way from England to China?—England to China, and England to Australia, by the Suez Canal.

871. You cannot say that you regard the presence of floating derelicts as any distinct danger on the route which your steamers navigate?—With the exception of the Bay of Biscay, and the coast of Portugal.

872. Do you think they are a danger there?—I think, as they have drifted, that they are a source of danger.

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and a source of anxiety, particularly when they have been reported.

873. Is your information good with regard to derelicts that have been seen?—Do you mean as far as our ships are concerned.

874. Yes?—I have only one recollection, and that is only a tradition; there is no record of it.

875. How do you hear of derelicts, or of their existence?—Well, we rather watch the press notices, and Lloyd's notices—nothing beyond that. Of course, if anything was seen it would be reported immediately from the nearest point of call—the nearest agency that we had.

876. As a practical seaman, supposing you received notice of a derelict, say off the coast of Portugal, probably that information could not reach you until some days had elapsed?—Yes.

877. Do you think that the whereabouts, if well identified at the time, would be any practical guide to you as to where she was at the time that a vessel might be in the neighbourhood some eight days afterwards?—I think so, to a certain extent.

878. To what extent would information be useful to you, that a derelict was seen in a certain place eight days previously. I suppose it is a hundred to one if she is there still?—Quite so.

879. Therefore, the information, though interesting, is no certain guide?—It is no certain guide, but an approximate guide, taking into account the locality, and the winds, and the season, and the currents, as far as they are known.

880. Of course the winds vary much, especially on the Portuguese coast?—They do; you could only style it an approximation; you could not put the word "certainty" to it.

881. (*Sir George Nares.*) With your experience, do you think it would be practicable to have a vessel, or two vessels, patrolling in one route; we will take the North Atlantic trade to New York, for instance. Would it be practicable to keep a vessel constantly searching that route, with a view to picking up derelicts?—I am rather doubtful of it.

882. With the limited range of vision that one could see a derelict from the ship, even if there were twenty on the route, you would have to take several voyages up and down before you would be likely to find one?—Probably so.

883. Supposing we did find a derelict, you cannot give us any experience as to the possibility of boarding her with the weather prevailing in the Atlantic?—We really could not give any experience at the office at all, because we have not had any.

884. Now, we have a return from the Board of Trade of the British vessels that have struck derelicts or floating timber during the last three years. It appears that eight casualties occurred to British vessels in the North Atlantic, and five on the Western European track, which would be followed by your ships; therefore, if the Government have to undertake to clear, or to search at all events, one track, they must also undertake others; there would be a claim for others to have their track cleared?—Yes, I suppose so.

885. We could not leave the Portuguese coast alone, for instance?—Except that the vessels on the Portuguese coast drift in from the Atlantic; our class of vessels do not become derelicts, but vessels coming in from the Atlantic do.

886. They are crossing your track, and they would go ashore quicker. They would get out of the way quicker, that is, the ones on the American coast?—You mean they would wreck themselves quicker.

887. They would wreck themselves quicker and so get out of the way?—Yes, if they were on the line of the coast, and drifting into the coast they naturally would.

888. Then we find that we have had six casualties in the Mediterranean itself?—Within what time?

889. In the three years, as a comparison with the eight on the American coast. So that the Mediterranean trade will also ask for their tracks to be cleared?—I was not aware there were so many casualties as that in the Mediterranean. Last year, I think it was, there was a vessel floating about Malta and Pentelaria.

890. I will show you how to confirm that. Out of those 103 casualties, there have been only seven in which the derelict vessel has actually caused the casualty; all the rest were only floating logs of timber?—Yes.

891. That will agree practically with your experience?—I think so.

892. As to the difficulty of finding a derelict, the Trinity House have given us a return of what they have been doing with derelicts and floating timber for the last five years; by that return it appears that out of 59 cases of derelicts close to our coast, within one or two days notice from the man who has sighted them, they have sent out a vessel to look for them, and have failed to find 39 of those vessels?—Yes.

893. Would that not point to a much greater difficulty in finding a vessel in any particular ocean track?—Do not you think that derelicts, as a rule, found near the English coast, are vessels that would sink, whereas vessels in the Atlantic are, as a rule, timber ships, and do not sink.

894. What about the North Sea, there is a large timber trade there?—There is a large timber trade there.

895. Out of these vessels that we are talking about, in the North Sea alone, without counting the ones near the coast, there were 16 other derelicts or logs?—Yes

896. (*Mr. Trevor.*) You told us, I think, that you were 22 years in active command out of the 45 years of experience that you have had?—Yes.

897. Was that in ships going to Australia, Calcutta, and China?—On all the P. and O. lines.

898. And during those 22 years you have never seen a derelict yourself?—I have never seen one.

899. Not on the coast of Portugal?—No.

900. Nor in the Red Sea?—No.

901. Nor in the Indian Ocean?—No.

902. Nor in the Bay of Bengal?—No.

903. (*Chairman.*) Nor in China?—Perhaps I might check myself. I have seen a deserted junk or two.

904. (*Mr. Trevor.*) But at any rate not a derelict that would be very dangerous?—No.

905. (*Captain Wharton.*) We may take it, from what you have said, that you agree that there would be great difficulty in finding a vessel, and especially a capsized vessel?—I think so. It is like looking for a needle in a bottle of hay.

906. (*Chairman.*) The Committee may assume that, as far as your experience of the P. and O. Company is concerned, which covers a very large part of the ocean, there is no call for any heroic legislation for the purpose of removing derelicts?—So far as their route is concerned; but of course we give no opinion on the Atlantic route.

907. I am only asking you about your own routes of navigation?—No, I can say, speaking for the Company, that there is no urgent necessity on our routes.

908. (*Mr. Trevor.*) And your Company would not be inclined to go to any expense in providing for, or contributing towards, the removal or dispersion of derelicts?—No, decidedly not.

909. (*Sir George Nares.*) Have you ever had any accident such as the blade of your screw breaking. I ask you that because in so many of those returns they suppose that they have struck something, and afterwards they find that the blade of the screw is gone; but they have seen nothing. What I am aiming at is, would not the breaking of a screw, or the breaking of the blade of the screw, shake the ship very much and race the engines so that they might not have touched a baulk of timber or piece of wreckage, but that the screw breaking would have given the shake to the ship?—I would know if it was striking anything, certainly striking a log.

910. But there would be an enormous shake, would there not?—You can always tell when a blade goes, because the engines will race away, but I do not know that you can lay down anything like a rule for it.

911. In passing a log can you give us any experience about its moving away from the run of the ship or moving into the run of the ship?—It would be rather inclined to draw into the screw.

912. On both sides, according to the fling of the screw?—No, more on one side than the other.

913. As far as at present we have got the evidence, it shows that, as a rule, planks and things after passing the midship section are inclined more to go out than to come in?—That would not be my idea, but I would not say from experience, because I have been equally lucky with logs as with derelicts, and I am not aware that I have hit a log.

914. Might the fracture of the blade of the screw be mistaken for and attributed to the striking of a derelict?—Not the striking of a derelict, the striking of a piece of spar.

915. But striking a derelict, you would strike it on the bows and there would be no doubt about it?—There would be no doubt about it, whereas you may hit the log with the screw and not touch it forward at all. But as a rule you would hit the log forward too, but still it would be perfectly possible that the log might be drawn in by the blade of the screw, and not by the bow, although that would be the exception.

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916. When a person says that because he has lost a screw he struck a piece of timber, we need not take it for granted that he is right?—Because he rather favours the engineers. They do not like to acknowledge that the blade of a screw would go without hitting something outside of it.

The witness withdrew.

CAPTAIN HARRY GOODRHAN called and examined.

Captain H. Goodrhan.

917. (*Chairman.*) You are captain of the "Wooloonooloo"?—Yes.

918. What line does she belong to?—The Lund line of steamers to Australia is my present service.

919. Where do you run to?—London to Australia, Adelaide, Melbourne, and Sydney *viâ* the Cape.

920. Have you ever had experience of North Sea navigation?—Not North Sea but North Atlantic.

921. In what capacity?—As an officer.

922. In the same line of steamers?—Not the same line of steamers, but in Messrs. John Fenwick and Sons' steamers on the North Atlantic trade.

923. Will you give us any experience you have had with regard to floating derelicts. Have you seen them or come across them?—In October 1888, I was chief officer on a steamer called the "Nerissa," John Fenwick and Sons, 57, Gracechurch Street; we were homeward bound, Philadelphia to Rotterdam, with a cargo of wheat, in latitude 51° north and about longitude 20½° west; one night at 10 o'clock—I was below myself at the time—we ran into a derelict vessel. She was called the "India," timber laden from Quebec to Liverpool. This was on October 30th, 1888, about 10 or 11 o'clock at night.

924. Will you just say how she was floating, whether she was submerged or upside down?—She was floating with her decks level with the water. She had her masts and yards standing, even to her royal yards, her lower masts were out of the water.

925. What was the effect on your ship?—It tore our bow plates right away from where we touched her in the upper deck right down to the turn of the stem. Above, I suppose, they were torn away for about the length of two frames from the stem, below it was less. It went down in a sort of triangular cut to nothing about the turn of the stem. Of course the collision compartment filled up at once. Our first attempt was really to get some sails over the bows to see if we could stop the water coming in in that way, but that was very soon given up.

926. Did it bring your ship up?—Yes, she rebounded; she was going against a heavy easterly sea at the time about 6½ knots.

927. Do you know what happened to the derelict?—Yes, I have some record of her. She was picked up by another steamer, the "Massachusetts," about three days afterwards. She towed her 130 miles and then left her again, and she reported that she had evidently been struck by some vessel, which was ours, and she was cut down right away to her bilge. Ten days after that another steamer reported her, when she was supposed to be breaking up; she appeared to be breaking up then.

928. Have you any other instance of submerged vessels?—I have never sighted a derelict in any other case.

929. How many years have you been navigating?—I have been at sea since 1866, that is 28 years.

930. (*Mr. Trevor.*) As a responsible officer?—As a responsible officer or in command. The first four years was as an apprentice.

931. (*Chairman.*) That answer covers your experience on the Australian route?—Yes, as far as collision with derelicts is concerned.

932. You have neither seen nor struck a derelict?—I have seen floating timber on the route from Finisterre to Ushant and *vice versâ*.

933. Supposing you had struck a baulk of timber with your stem, do you think that the same sort of accident would have happened?—No, I do not think so.

934. You would have simply gone over it?—Put it on one side, but there would have been a danger of its coming alongside and fouling the propeller.

935. Do you agree with what the last witness said, that the screw is apt to draw in floating spars?—When I have passed them I thought they drew in towards the counter. I generally found that the wash of the bow would drive it away, but I have always had an idea that it came in towards the counter.

936. You have never found that it has done so sufficiently to hurt you?—No, I have never felt it myself on the blade.

937. (*Sir Evan MacGregor.*) You have not had anything to do with this movement in favour of taking some action?—No, I was asked to come here by the secretary of the Ship Masters' Society to give my experience.

938. So that you have not considered the difficulties of removing vessels?—Of course I cannot say that I have not considered the difficulties because I have.

939. And you consider they are great?—Yes, I do.

940. (*Chairman.*) In removing them?—Yes.

941. (*Sir Evan MacGregor.*) You consider if vessels were told off to search for derelicts that they would not find many in the course of a year?—I am afraid they would not.

942. What distance do you consider that they could search with any effect?—From a small vessel's deck or masthead?

943. Yes?—The derelict floating low, it might be one or two or three miles off.

944. (*Sir George Nares.*) A search vessel in the Atlantic would have to be full-powered?—Yes, and be a good sea-boat.

945. When you were in Fenwick's line, going to New York, was that in a cargo boat?—It was a cargo steamer.

946. What would be your steam against a good westerly gale?—Supposing I was bound to the westwards myself?

947. Yes?—Four knots against a westerly gale.

948. We must have better boats than that to patrol in searching for derelicts?—Yes.

949. (*Chairman.*) When you were working the Atlantic routes, did you ever come across ice?—Yes, I have seen icebergs.

950. I need not ask you if you ran into one?—No; I have not run into one.

951. Have you heard captains of vessels speak as if they had run into ice, or have you known of cases of that kind?—I have heard of cases in the usual way of ships running into icebergs, that is from the papers, but I never met anyone who had had that experience.

952. Have you never seen small bits of ice?—Yes, I have, in the neighbourhood of larger ones.

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953. And I suppose it is very difficult to see, at night especially?—Ice generally shows pretty well at night time.

954. If there is no fog?—If there is no fog; you generally look "darker" for an iceberg in the fog.

955. (*Captain Wharton.*) Have you been navigating in the Atlantic since the publication of this American pilot chart?—I have not seen it since 1880.

956. Have you heard about that chart at all?—Yes.

957. What use do you suppose the captains of vessels make of the knowledge that a derelict has been seen in a certain latitude and longitude two or three weeks before?—I do not think they would make any use of it at all. Of course it might make them keep a brighter look out

958. But they always keep a good look out, do they not?—If it is possible to keep a better look out they ought.

959. You do not think that any captain would go out of his track from what he saw on one of those charts?—I think not.

The witness withdrew.

960. (*Chairman.*) With reference to the subject of losing the blade of a screw, this has occurred to me in my own experience in H.M.S. "Emerald," 50 gun frigate, when trying her screw over the measured mile at Stokes Bay. A blade or two blades—I think it was two blades—of a six(?) blade screw which was being tried came off. I was below at the time in the ward-room, and the impression that I formed was that the ship had run up on the beach and was going to pieces. She shook tremendously, and from the sound every beam seemed to be splitting.

961. (*Mr. Trevor.*) May I ask whether the impression that the ship was running up on the beach was an impression that the ship had struck forward or aft?

962. (*Chairman.*) Well, I assumed that it was forward, because I knew that we could not have struck anything else.

963. (*Mr. Trevor.*) Would that favour an idea that if the blade had been lost it might have given the feeling that you were striking a floating derelict with the stem?

964. (*Chairman.*) Certainly, my first impression was that we had run into something, and that the blade had come off never occurred to me until we knew of it afterwards. I should like to say with reference to another subject that I went to sea in 1853 and have had a good deal of service at sea in most parts of the world, and the only two derelicts that I can recall having seen during that period was one in the Bay of Biscay and another one off the coast of Sicily.

965. (*Mr. Trevor.*) And you did not strike either?

966. (*Chairman.*) We did not strike either; one we towed into harbour and the other we left, not knowing what to do with it. I mean we could not sink it; we examined her, and finding it impracticable to sink her we left it where it was with its masts standing.

Mr. S. Bullock.

Mr. Samuel Bullock called and examined.

967. (*Chairman.*) You are chief of the Wreck Register and Shipping Casualties Branch of the Marine Department?—Yes.

968. You have prepared a statement, have you not, with regard to the shipping casualties?—Yes, I have.

969. Do you put that in formally?—I will do it later on, if your Lordship will allow me.

970. Have you read a statement at page 23 of the Report of the Commissioner of Navigation of the United States of America for the year ended 30th June 1893, as to wrecks and derelicts?—Yes, it is stated that 2,172 vessels and their cargoes, worth, in the aggregate 20 millions of pounds, are annually lost in the commerce of the world. With regard to that statement, I have to say that, according to official returns for 1890, the number of British vessels lost was 688, and the tonnage 249,257; and of nine of the principal maritime foreign nations, 1,198 vessels and 298,023 tons. That makes a total for the world, so far as known, of 1886 vessels and 547,280 tons. Allowing 10*l.* per ton all round, the total value of the hulls would be about 5½ millions, and, remembering that many of the cargoes were saved, and that many of the vessels were in ballast or laden with bulk cargoes of comparatively low value, such as coal and timber, I do not think the value of the cargoes lost would be worth anything like the difference between 5½ and 20 million pounds. I have taken the year 1890 in order to include figures for as many foreign nations as possible. According to returns published by *Lloyd's Register*, excluding vessels under 100 tons, the vessels and tonnage of the world lost in 1892 were 810 vessels and 440,469 tons net.

971. Then as regards the loss of life, what do you say?—It is stated in the American report that 12,000 lives are annually lost in the commerce of the world. If it is meant that 12,000 lives are lost by wreck, the estimate is, I think, very excessive. The average loss of life in British ships of all kinds is about 2,500, and in four of the largest foreign merchant navies it was altogether, in 1891, 1,234, making a total for one year of 3,734, including 283 lives lost in American lakes and rivers. It is difficult to see how the difference, 8,266, between 12,000 and 3,734 is made up. That 8,266 is quite unaccounted for. The figures for France for 1891 not being available I have taken those for 1890. I should not have noticed the figures in the American report if they had not been given and quoted in connection with a question about derelicts. If they have any bearing on the subject at all, they only serve to show how small a proportion of the wrecks and loss of life which occur are due to derelicts. It is stated in the American report that 38 collisions with derelicts have occurred in five years, but it is not stated that any lives were lost by such collisions. I have had the records for 10 years searched, and find that only one life has been lost in that time through a British ship striking a wreck or wreckage. That was in the case of the "Florence Richards," which struck some obstruction off Cape Roca, Portugal, on the 10th April 1890. I will put in a copy of the report of the inquiry into the "Florence Richards."* The Court of Inquiry was not prepared to say on what the vessel struck. It may have been a sunken piece of wreck or log of wood.

972. Have you seen the list of vessels on the Pilot Chart, said to have been lost by striking derelicts?—Yes. The January 1894 Pilot Chart contains a list of nine vessels said to have been totally lost by striking derelicts in the last seven years. I have only been able to identify two as British, namely, the "Cragside" and "Glenrath." I have looked up the records of those vessels and find that the "Cragside" is believed to have struck on the South-West Bull Rock, and that the "Glenrath" struck on the Bibb Shoal and not on a wreck. In the latter case the master's certificate was suspended. I put in a copy of the report of inquiry in the case of the "Glenrath."* An inquiry was held in Canada in the case of the "Cragside," but the report was not printed. It is here in manuscript.

973. Do you wish to put it in?—It is rather long.

974. (*Captain Wharton.*) The case of the "Cragside" was sent over to me at the Admiralty, as all those cases are where charts are involved, for investigation, and I have not the smallest doubt in my mind that the ship had struck upon a well-known rock. There is nothing whatever to show where the ship was when she struck, except that she was very close to the rock, even by the master's own statement?—That is so.

975. (*Chairman.*) Let us have the finding put in in the "Cragside" case?—I put it in.* I am unable to investigate the alleged losses of foreign ships as our records do not include such cases.

976. Have you seen the list of vessels damaged?—Yes. There is a list on the Pilot Chart of vessels which were damaged by striking wreck, but the majority of

* *See* Appendix F., pp. 95–98.

the vessels seem to be small American coasters, some of which, *e.g.*, "Falmouth," which struck on Nantucket Shoal, and the "Norman," which struck a wreck on Brigantine Shoal——

977. (*Captain Wharton.*) Are you speaking of 1894?—Of January 1894.

978. This is one year?—Yes. The "Norman," which struck a wreck on Brigantine Shoal, and the "Falmouth" scarcely come within the scope of an inquiry into collisions with derelicts. I need scarcely tell the Committee that if such cases occurred on the coasts of the United Kingdom steps would have been taken to remove the obstructions if in the way of legitimate navigation.

979. (*Chairman.*) Have you read the evidence of Mr. Macdona, M.P., and Mr. Otto Jaffe?—Yes, and I have looked up the British ships to which those gentlemen referred. Besides the "Cragside" and "Glenrath," which have been already dealt with, they name the following British vessels:—The "City of Boston," which sailed from New York on the 29th January 1870, with 106 passengers and 85 crew and is supposed to have been lost in a violent snowstorm, which occurred two days later. The "Chilian," which was supposed to have touched a shoal or sunken wreck, near the South American coast, on the 15th December last, but sustained no apparent damage. The vessel was examined by a diver at Philadelphia who found her all right, and Lloyd's surveyor, who also examined her, reports as follows:—"The vessel having a single bottom "enabled me, by having the loose ceilings and limbers "lifted, to make a careful examination of the inside, "and I found there was not the slightest indication "of any injury or disturbance to the bottom." He adds, "I am sure that when she left this port she was "perfectly seaworthy, and although she appears to "have foundered on the voyage I am confident this "disaster has no connexion whatever with the vessel "having touched something as previously alluded to." It is, moreover, by no means certain that the object she struck was a wreck. The "Naronic," which left Liverpool on the 11th February 1893 for New York and has not since been heard of. She was a new ship built in accordance with the recommendations of the Bulkheads Committee, *i.e.*, she would float in moderate weather if any two of her compartments were open to the sea, and was therefore a most unlikely ship to be sunk by running stem on into a derelict. The Court of Inquiry did not seem to think that she might have struck a derelict. The "Larne," which suddenly flew up in the wind during a fresh gale on the 28th February at 11 p.m., and upon examination the rudder was found to be broken in two pieces horizontally about 2 ft. above the upper pintle. No concussion appears to have been felt, and it is the merest assumption that the rudder may have struck a spar. The "Horn Head," which left Baltimore on the 19th August last bound for Dublin with a general cargo, and has not been heard of since passing Cape Henry on the 20th. It is probable that she succumbed to the violent gale which raged on the American coast about the 20th. The "Celtic" struck wreckage on the 17th January 1874 and broke the blades of her propeller and was towed into port. The iron ship "Ada Iredale," which was abandoned on fire in the South Pacific in October 1876 and was afterwards towed into port by a French transport. The iron ship "Oriflamme," which was abandoned on fire in the South Pacific on the 15th June 1881 and was seen five days after by a foreign transport. She drifted ashore on the Paumotu Group on the 15th October 1881 completely burnt out. Both these vessels had been gutted by fire and were floating upright, but it is scarcely conceivable that an iron ship in that condition would have floated a single day in the North Atlantic.

980. I see you have something in your proof about the "City of Dublin?"—I have made inquiries about that case. The "City of Dublin" is said to have struck the deckhouse of a derelict on the 11th November last in Lat. 39° 30′ N. and Long. 53° W. The master made a deposition on his arrival at Liverpool on the 28th November in which he reported that on the 10th November the boatswain was washed overboard in Lat. 43° and Long. 53°, and that on the 11th, the day on which it is alleged she struck wreck, the vessel shipped a sea "which slightly damaged port "lifeboat, washed away two ventilators, rails, patent "sounder, docking telegraph, and damaged roof of "wheelhouse." There is not a word in that deposition about a derelict having been struck or seen. The Receiver of Wreck at Liverpool reports as follows:—"The master who had command of the 'City of Dublin' "in November last is now in the 'City of Agra,' and is "not expected to return to this country for some time. "The present master took charge immediately after the "deposition was made in November, and he informs me "that the vessel had then sustained no damage to her "hull, which would in all probability have been the "result had she struck a derelict. The agents for the "ship in Liverpool, Messrs. Allan Brothers, also informed "me that no report reached them on her arrival at this "port that she struck a derelict or sustained any other "damage than that referred to in the deposition, and "caused by heavy weather." It is very strange that if the vessel struck wreck the master should have concealed the fact from his agents and from the Receiver of Wreck who examined him as to the damage sustained by his vessel on the voyage. That disposes of all the vessels I can identify in the statements.

981. Do you get reports of all collisions with derelicts?—Yes, I believe so, so far as British vessels are concerned, There is no statute requiring masters to report such accidents, but it is the duty of the Board's officers to obtain information in such cases, and it is to their interest also to do so as they are paid a fee for each report. Moreover, the master has no motive for concealing such a thing. On the contrary, he would probably make the most of it with a view to any question arising as to insurance, and it is possible that he might sometimes prefer to account for damage by stranding, &c., by attributing it to striking wreckage.

982. Can you tell us what casualties from this cause have been reported?—By Sir Courtenay Boyle's directions a statement has been got out showing all the casualties to British vessels which were attributed to striking floating wreckage in the three years ended June 1893. I now put in that return.*

983. Have you made an analysis of this return?—Altogether, 103 casualties were attributed to striking floating wreckage in the three years all over the world. The casualties were mostly of slight importance, and only two were attended with total loss, namely a schooner of 132 tons which struck some object presumably floating wreckage, four miles off Dungeness, and a schooner of 83 tons which struck what is supposed to have been floating wreck off Montrose in the North Sea.

984. (*Captain Wharton.*) What numbers are they?—I have not marked them, but they are the "Rifleman" and the "William and Martha."

985. (*Sir George Nares.*) There is no number 5; we shall have to mark them over again?—Fifteen cases occurred in the North Atlantic, of which ten were cases of damage to the propellers, and must, if caused by wreck at all have been caused by striking fragments of wreck and not by collision with derelict ships. Not a single life was lost by any of these casualties. Of the 103 casualties to British vessels by striking wreckage all over the world 7 or 6·8 per cent. were stated to have been due to striking a vessel, and of these none were lost, and only one seriously damaged, whilst 96 or 93·2 per cent. were stated to have been due to striking wreckage, such as logs of timber, spars, &c., and of these only two were lost. Of the 96 cases of striking wreckage 53 consisted of the loss of one or more blades of propellers, and in 23 of the 53 cases the accident is stated as being "supposed" to be due to wreckage. As the loss of part or all of a propeller gives a serious shock to the engines and vessel, it may well be doubted whether many of such casualties were really due to striking wreckage. It is probable also that some of the casualties were due to striking the ground, but attributed by the master for obvious reasons to striking wreckage. Some of them were certainly due to striking wrecks lying at the bottom.

986. The return you have given us is for three years only. Can you give us any figures for a longer period?—It would be necessary to search through many thousands of papers to get a return of casualties not resulting in total loss. I have, however, searched out all the British vessels that have been totally lost by striking wreck during the last 10 years, and I put in a statement giving details.* I find that 21 vessels foundered after striking wreck in the 10

* *See* Appendix F., pp. 99 109.

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years, and that seven of these struck or were supposed to have struck derelict vessels. The remainder struck or were supposed to have struck fragments of wreck or other floating substance. Of the seven cases of striking derelicts five occurred in the North Sea, one near Guernsey and one at Newcastle, New South Wales, only one of the seven vessels was over 100 tons, and no loss of life occurred in any of them.

987. What inference do you draw from these figures?—That the risk of striking derelict vessels is not great, but that the breaking up of such derelicts might multiply the risk of striking wreckage. This remark applies specially to timber-laden derelicts.

988. Can you tell us how many British timber-laden ships are lost every year?—Yes. There is a return (C.—6087) which was prepared for another purpose, giving details of every British timber-laden vessel that has foundered at sea, or been reported as missing, during the last 21 years. I have had that return continued to date, and I put in a summary of that return, from which it appears that 16 British timber-laden ships were lost all over the world in 1893.* I also put in a list of those 16 vessels, showing their ports of registry, voyages, &c.* It appears that five were bound from America and two from the Baltic to the United Kingdom; seven were coasting in America, one in India, and one in Australia. Of the five bound across the Atlantic three were Canadian and two belonged to the United Kingdom. Of the latter one was laden with logwood and the other with pitch pine. During the present year only two timber-laden British vessels have been reported as foundered or missing, one of which was coasting in America, and was set on fire before being abandoned, and the other, laden with English forest timber, was abandoned on an English coasting voyage.

989. Has your attention been called to the symbols on the Pilot Chart indicating derelicts?—Yes, and I have had the symbols on the chart for November last examined as far as possible. There were 46 floating wrecks marked on the Pilot Chart for November, but only 13 of them were named. I put in a list of those 13 vessels, showing their tonnage and nationality, and the date and place of their being last seen.* Of the 13 four belonged to the United States, four to Norway, two to Canada, one to Spain, one to France, and one to Germany, but not one to the United Kingdom.

990. Do you think legislation is called for in order to obtain fuller information of derelicts?—I do not. We get some reports now, and there is no doubt of the willingness of masters to give such information. Under the Customs Consolidation Act, 1876, section 53, the master of every vessel arriving from ports beyond the seas is required at the time of making his report to answer all such questions relating to the ship, cargo, or voyage as may be put to him by the collector or other proper officer, under a penalty of 100*l*. The collector is usually the same person as the Superintendent of Mercantile Marine and the Receiver of Wreck, who are officers of the Board of Trade. The law and the agent for obtaining information are therefore already in existence.

991. (*Mr. Trevor.*) Do you think then Mr. Macdona's Bill of this session a superfluous measure?—I think it is unnecessary, and that it is impracticable without a penalty to enforce it; but that would scarcely be popular with shipowners or shipmasters.

* *See* Appendix F., pp. 110, 111.

* *See* Appendix F., p. 112.

The witness withdrew.

Captain Wharton handed in a list of floating derelicts reported or dealt with by H.M. ships between 1873 and 1894, so far as Admiralty records show.†

† *See* Appendix G., No. 1, p. 114.

Adjourned to Tuesday next at 12 o'clock.

FIFTH DAY.

At the Office of the Board of Trade, Tuesday, 8th May 1894.

PRESENT:

REAR-ADMIRAL LORD WALTER KERR IN THE CHAIR.

Sir COURTENAY BOYLE, K.C.B.
Sir EVAN MACGREGOR, K.C.B.
Sir GEORGE NARES, K.C.B., F.R.S.
C. CECIL TREVOR, Esq., C.B.
Captain W. J. L. WHARTON, R.N., F.R.S.

J. WADDON MARTYN, Esq., *Secretary.*

Commodore ROBERT HASTINGS HARRIS, R.N., called and examined.

Commodore R. H. Harris.

992. (*Chairman.*) Will you tell us how long you have been in command of the training squadron?—A year on the 1st of June.

993. Would you tell us shortly what cruises you have made in that period?—Since the 10th of June last year we cruised up off the west coast of Ireland and then on to Iceland; back again to Queenstown from Iceland; from Queenstown to Gibraltar; and from Gibraltar to Portsmouth, where we stayed for a month, and then we sailed for Madeira.

994. Will you tell us about what date that was?—We sailed for Madeira about the 20th of October, called at Madeira, Las Palmas, in the Canaries; then near to Sierra Leone; from Sierra Leone we sailed across to Granada; cruised in the West Indies; sailed up to Bermuda, and from Bermuda back to England, arriving last month.

995. How many ships had you with you?—Four, except a very short time, when we had three.

996. Most of the cruisers were under sail and not under steam, I suppose?—All but about 1,000 miles on the latter cruise, and 1,100 or 1,200 on the first one.

997. Will you tell us whether in the course of your cruising you have come across any floating derelicts?—No.

998. What was your course from Bermuda, was it a straight course to England?—We took the southern passage, steering almost straight from Bermuda to Ponta Delgada near the Azores in the first instance, varied of course by shifts of wind.

999. I suppose that the look-outs were kept?—Always men at masthead until dark.

1000. Always at masthead?—Yes, in each ship.

1001. It may naturally be supposed that if any derelicts had been about you would have seen them?—They would certainly have been reported.

1002. You have been a long time at sea; can you tell us whether in the whole course of your sea experience you have come across a derelict?—I have only seen one, on one occasion.

1003. Will you tell us where it was?—From 25 to 30 miles off Bermuda.

1004. What condition was she in?—I judged her to be a small schooner bottom up.

1005. Was any attempt made to disperse her?—No. I was carrying mails at the time for the Admiralty and I had to push on.

1006. Would you mention the date?—I think it was in 1878.

1007. (*Sir Evan MacGregor.*) You are aware of the clauses in the regulations dealing with derelicts?—I am now. I cannot say that I was in those days.

1008. That regulation is as follows: "Should any "of Her Majesty's ships fall in with any water-logged "vessel abandoned at sea and constituting a danger to "navigation the same should be examined, and unless "it appears that the cargo is composed of such large "baulks of timber as to be of themselves a danger if "released to float, or unless the position of the wreck "is such as to make it probable that she may be pre-"sently towed into port, every effort should be made "to sink her or otherwise to destroy her." Are you aware of that regulation?—It is only lately I have been made aware of it.

1009. (*Captain Wharton.*) The regulation with regard to the destruction of derelicts was, I think, placed in the Admiralty instructions in 1887 or 1888?—That is so.

1010. (*Chairman.*) You had not been to sea since the issue of those orders until your present appointment?—Quite so.

1011. (*Sir Evan MacGregor.*) An opinion has been expressed that it would be more desirable to release those baulks of timber, in fact, contrary to this regulation. Is it your opinion that this regulation is right?—I should think it entirely depended upon the size of the baulks. If I might go a little further I might say that I have seen, on the voyage home from Ponta Delgada (where we did not call) to Plymouth, several baulks of a dangerous size floating, which we passed close to.

1012. On this last voyage?—On this last voyage.

1013. I think you were flag-captain on the China station?—Yes.

1014. You did not see any in the China Sea?—No; I have only seen one in my life.

1015. (*Sir George Nares.*) What form of sailing was usually followed by your squadron?—Columns of divisions in line ahead, column six cables apart, was the most usual. Being a sailing squadron, we were constantly at a distance of four or five or six miles apart during the day, but closing up at night.

1016. And each ship with a masthead-man aloft would cover a much larger space of sea for a view than an ordinary merchant vessel with no masthead look-out?—I should say nearly double, or perhaps more than double. I reckon that we would see a vessel bottom up, four or five feet out of water, from 5½ to 6 miles from the masthead distinctly on each side.

1017. You were up and down the Portuguese coast, three trips?—Yes.

1018. (*Mr. Trevor.*) Have you ever considered the question of the best mode of destroying derelicts, assuming for the moment that it is necessary to destroy them?—No, beyond blowing them up with gun-cotton. I never thought more than that of it.

1019. You think explosion would be the best way of getting rid of them?—I think so. We had some little experience in St. Lucia Harbour of an old sunken ship. We found no trouble in putting charges of gun-cotton into her.

1020. She was lying in the harbour?—She was submerged in the harbour.

1021. But we have had evidence given here that it would be comparatively easy to burn a floating derelict in mid-ocean?—I am afraid I can give you no information upon it; I have had no experience.

1022. You would not think so yourself?—I would not think it possible.

1023. (*Sir Courtenay Boyle.*) Taking a floating derelict, being a timber vessel water-logged, if that vessel was blown up; in your opinion, would or would not the detachment of spars which would ensue be a greater danger than the floating vessel itself?—I think if the baulks that she was laden with were large ones it would be a very much greater danger, generally speaking; if they were small deals it would not be a danger.

1024. Do you think that the commander of any vessel told off with the duty of destroying floating derelicts would be able to ascertain that until he had blown up the vessel?—Not until he had broken the bottom open, or something of the kind.

1025. (*Captain Wharton.*) Have you ever seen the pilot chart issued by the United States?—No.

1026. Here is one, (*handing a chart to the witness*) you will see that on it they mark such derelicts as have been reported for two or three months beforehand. If you look to the north-east of Bermuda you will see a vessel with the 29th of December marked against her?—Near Bermuda?

1027. Yes, some distance off?—Yes, I see it.

1028. Do you think that the knowledge of the fact that a derelict was in a certain position a certain number of weeks before is of any value to the navigator?—Not the least.

1029. If you had had that chart would you have taken any steps, assuming that the vessel was marked a month before, would you be able to take any steps whatever in consequence of that knowledge?—If the wind had been suitable, probably I should have endeavoured to sail the squadron near the spot, but I should never have expected to find her.

1030. Supposing that you had been informed that a derelict had been only a short time in a certain position could you do more than endeavour to increase your vigilance on the lookout at night?—No, I should have had no fear whatever.

1031. It has been held that this information is of value, and I am asking for your opinion upon the matter?—I think it is of no value to anybody within a period of three or four days afterwards.

1032. Do you think it might tend to produce unnecessary alarm?—I think it is very likely.

1033. (*Chairman.*) You mentioned guncotton charges. To apply those charges to the dispersion of a derelict it would be necessary to communicate by boat would it not?—Certainly.

1034. I may presume that this can only be done in fairly smooth water?—Yes, the sea must be unusually calm for it.

1035. And with such weather as we get in the Atlantic I conclude that it might often be days together when such communication would be impossible?—I think in our late voyage we could only have done it during 12 hours in the whole cruise.

1036. (*Sir Courtenay Boyle.*) That means 12 hours only for giving you access to a derelict?—Yes, it would not have been safe to send a boat to a derelict on the whole cruise from Bermuda.

1037. (*Chairman.*) You mean on that voyage?—Yes; on our voyage from Bermuda, by Ponta Delgada to Plymouth.

1038. How many days was that?—Very nearly 28 days; all but two or three hours.

1039. You served for some time, if I remember right, as flag-lieutenant to Sir Thomas Symonds when he commanded the Channel squadron?—Yes.

1040. During that time you must have been cruising a great deal off the coast of Portugal?—Yes, and off the Azores.

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1041. You have stated that during that time you never came across any derelicts?—I never saw a sign of a derelict.

1042. And these cruises were made at slow speed, if I remember right?—About five knots.

1043–4. Have you seen much floating wreckage in the course of your time?—I have seen a good deal lately. I have seen more lately than I have in the old days.

1045. Do you think that that wreckage was of a nature that would have damaged a merchant screw-steamer?—It would have damaged it if it had struck the screw of the vessel; several of the baulks would have broken the screw blades, and if end on, they might have started a plate if the steamer was going fast, but these must be exceptionally large baulks; the smaller ones are a sort of planks only, which would be no danger at all.

1046. Do you think that it is easy or likely that a floating baulk would get at the screw?—Not very likely.

1047. You think the tendency of the wave would be to throw it off the ship; or would it be the reverse?—I think the ship striking it would throw it off probably; it would not clear it of a paddle, but certainly it would of the ordinary screw.

1048. (*Captain Wharton.*) If there was strong wind on the beam, and the baulk went along the lee side, might it not be drawn into the screw?—It is possible, I think.

The witness withdrew.

Captain W. Rea.

CAPTAIN WILLIAM REA called and examined.

1049. (*Chairman.*) Are you in command of the Martello"?—Yes.

1050. Of what company?—The Wilson line.

1051. Where are you now running to?—To New York.

1052. How long have you been running in that line?—About 18 years.

1053. Have you commanded a ship during that time?—I have commanded now for 12 years.

1054. Can you give us, approximately, how many voyages you have made?—I could not exactly, but about an average of eight voyages a year.

1055. Can you give us any occasions, say during that time, when you have come across either floating derelicts or wreckage?—I have come across them several times, but I could not name the times any farther than having reported them at the time.

1056. Can you give us approximately how many you have seen?—I should say about 20.

1057. Are those all vessels, or does that include spars?—Vessels alone, without spars.

1058. Floating?—Floating.

1059. Not on the ground?—Floating.

1060. Could you fix the position roughly?—Generally I have seen them between 25° west longitude, and 50° west longitude.

1061. Do you generally take the same route?—We generally take the same route. We have a regular route to go by pointed out by the Company.

1062. Is that the line generally followed by mail steamers?—No, we do not go quite the same course. We go a little south of that if anything.

1063. Have you ever struck any of those derelicts?—I have never struck one.

1064. Do you get information about any derelicts before you leave England?—We get monthly reports from the Board of Trade, and the greatest information from the American side.

1065. In what shape?—The wreck chart, and a bulletin, which is issued every seven days, showing any ice or wrecks, or anything floating about.

1066. Have you got that with you?—Yes; this is a sample of the bulletin (*handing it in*).*

1067. When you have got this, and you have got the information that this gives with regard to derelicts, what action do you take in consequence?—I try to steer clear of them, I always steer to go clear of them.

1068. Say that you hear of a derelict that was reported some days before in a certain position; would you expect to find her there?—No; I should keep a good lookout around that position, either north or south; I should double the lookout to prevent hitting her, if possible.

1069. Would you attempt to form an idea of how she drifted?—I should attempt to form that idea.

1070. What would you go by?—By the Gulf Stream.

1071. Would that drift be affected, do you suppose, by bad weather?—That might be affected by a strong wind.

1072. In addition to these derelicts, have you come across much wreckage?—Yes.

1073. And large baulks of timber?—At one time we used to come across a great deal, very large rafts of timber, say from Halifax to new York, when we used to go across, but there are not so many now. There were many large baulks covered with barnacles, and apparently they had been afloat a long time, and they were very heavy and low in the water.

1074. Do you think that if you struck one you would be much damaged?—I am of opinion that if you struck one of these baulks end on it would damage you very much.

1075. But in any other position would it damage you?—If right athwart I do not think it would. It might slew alongside and catch the propeller.

1076. Do you think that the tendency would be to draw a floating object into the screw?—Yes.

1077. So much with regard to derelicts and wreckage. Have you any experience of ice?—Not much.

1078. Your course is to the southward?—Generally to the southward. We have strict orders to go well south, clear of the ice altogether.

1079. Do you know whether in the records of your Company, the Wilson line, there are any cases reported of ships that have been damaged by striking wreckage?—No, I do not know of any.

1080. (*Sir Evan MacGregor.*) Do you start from Hull or London?—From Hull.

1081. Have you had any experience of the North Sea?—Yes.

1082. Before you were in command of the "Martello"?—Yes, before I was in command of the "Martello."

1083. Have you seen derelicts in the North Sea?—Yes, I have seen derelicts in the North Sea.

1084. But you have never struck one?—I have never struck one.

1085. You said that you doubled your lookout?—Yes.

1086. What is the ordinary lookout?—Our ordinary lookout is one man in the bows all day and night, and in foggy weather, or anywhere near a wreck, then we put another man on the fo'castle head; right forward.

1087. There are a very large number of the Wilson line running?—Yes.

1088. And, so far as you know, there has been no casualty?—No casualty with striking wrecks, that I am aware of.

1089. In all the routes?—Yes, not that I am aware of.

1090. (*Sir George Nares.*) What is your ordinary speed?—About 10 knots.

1091. You say you have sighted about 20 derelicts?—Yes.

1092. Does that mean in the 12 years during which you have been captain, or have you taken in the previous time?—I have not taken in the previous time.

1093. If you make eight voyages a year, you have made about a hundred voyages across?—Yes.

1094. Backwards and forwards?—Yes.

1095. And 20 derelicts are connected with all these 100 voyages?—Yes.

* *See* Appendix H, p. 118.

1096. Can you remember whether they were bottom up or floating properly?—Some of them I have seen bottom up, and some I have seen with the deck-house just above the water.

1097. From the state of the weather in the Atlantic, what do you think would be the age of a derelict floating properly with the masts up; how long do you think she could keep afloat?—That I could not say,

1098. Supposing she is not timber-laden, with the ordinary weather of the Atlantic, do you think she would stop up for a month?—Oh yes, more than a month. They would be hanging about for six or seven months.

1099. A coal-laden ship waterlogged?—A coal-laden ship.

1100. Not a timber-laden ship?—A coal-laden ship would go down at once.

1101. But a timber-laden ship would float a long time, you think?—It would float a long time, until she burst.

1102. May we not take it that an ordinary cargo vessel with her masts still standing could not live more than two or three weeks with the Atlantic weather?—I think the timber-laden ship——

1103. Not timber-laden but an ordinary cargo vessel?—An ordinary cargo. I do not think that she could.

1104. Would your owners permit you to destroy a derelict?—That I could not say.

1105. You never tried it?—I have never tried it.

1106. Supposing a reward were given, do you think that your owners would let you stop?—That I could not say. I could not answer for the owners.

1107. With the ordinary weather in the Atlantic, would it be an easy matter to board a derelict?—As long as she is upright, with the keel up.

1108. You think you could board her in a boat without very much delay?—Some of them have boarded them and set them on fire, and tried to burn them. The "Hindoo" boarded one or two wrecks, and tried to set fire to them, but they were so wet they would not burn. They were saturated with water.

1109. They tried it?—They tried it in that way, both the "Hindoo" and the "Buffalo."

1110. You are not allowed to carry explosives?—No.

1111. None of your vessels would be able to destroy a derelict, except by fire?—No way except by fire.

1112. (*Mr. Trevor.*) And that mode of destruction by fire you have not found a very successful one?—No; the vessel is too wet, and so soddened with water that she will not burn.

1113. You have told us that you had seen about 20 floating derelicts in your experience?—Yes.

1114. You also told us that you had seen lots of derelicts in the North Sea?—Yes.

1115. About the 20 derelicts that you had seen, did that include the North Sea?—No; that is in the Atlantic trade.

1116. During the 100 voyages that you have been in command?—Yes.

1117. (*Captain Wharton.*) Do you report a derelict when you see it?—I always report, either on the other side if I am going out, or if coming this way I report it to our people.

1118. Have you any record of those 20 derelicts. Do not you keep a record?—No.

1119. Then it is merely on your recollection that you say the number is 20?—It is merely on recollection. I could not say to one or two.

1120. You have been, I think, 12 years commander?—Yes.

1121. That is nearly two a year?—Yes.

1122. And you think you have seen them all?—I have seen those, if not more.

1123. Is it your experience that your brother captains have seen as many, or do you think that you have been particularly lucky or unlucky?—I do not think that I am in that sense lucky.

1124. Do you think that most captains who have voyaged across the Atlantic see about the same proportion?—I suppose they see about the same, some more, by the reports of these bulletins.

1125. Are you aware that in the Cunard, which has run for many years, there have only been six or seven derelicts seen during the last 30 years, with all their captains united?—That might be; that can be accounted for.

1126. How?—Because they go further north than we do, and most of these wrecks are about the north edge of the Gulf Stream—a little more to the northward.

1127. Do you think that the small difference in your track between England and the United States, and the track ordinarily followed by the Cunard steamers, is sufficient to account for such a large difference?—Very probably.

1128. How is it that the derelicts should be met with exactly in this particular narrow belt you speak of?—It is along the edge of the Gulf Stream.

1129. Where you go only?—I do not know, but the Gulf Stream seems to attract them.

1130. You think on that point between 25 west and 50 west?—Yes.

1131. 25 west is not in the Gulf Stream, it is in the open Atlantic?—Yes.

1132. At 50 west the Gulf Stream is how wide?—50 or 60 miles there I think.

1123. Perhaps more?—Perhaps more.

1134. Should you think that is confined to the very narrow belt notwithstanding the width of the Gulf Stream, and that it is practically lost to the east banks of Newfoundland?—Lost to the east banks of Newfoundland? I found a pretty good current this time in coming home. There seems an attraction, the same as the seaweed, and you will find it to the northward. I find it an attraction in the same way.

1135. You say that you endeavour to steer clear of derelicts that you know of there?—Yes.

1136. Will you tell us in which way?—I take the last position that I get of it, and make an allowance of a little north-easterly drift, and keep a little to the southward.

1137. You assume always that it goes to the north-east?—To the north-east.

1138. Do you actually alter your course for the derelicts?—Unless I am coming within very close proximity to them and I can easy a little for it.

1139. Let us take this last bulletin published at Washington on the 11th April. Can you remember when you got that?—I got that on the 16th.

1140. Well, there are seven derelicts and wreckage recorded here. The latest of them is April 8th, and that is close to Hatteras Shoals. It would not affect you, but the earliest is March 16th. Would you take any steps with regard to any of these vessels?—If they were coming in my track I would.

1141. Would you actually steer out of your way and make your voyage longer?—I would make an allowance of three miles nearly easterly or east-north-east, and that is calculated upon the rate of the Gulf Stream.

1142. Have you examined the tracks occasionally marked on the pilot charts when the same vessel has been seen at different times?—Yes.

1143. And you find that they always go at the same speed?—They always go at the same speed.

1144. Why is three miles useful?—I take that as a medium to go by.

1145. And you place confidence in that?—Yes, and I never seem to get near hand them.

1146. As a practical measure are you one whit safer by adopting this?—I do not think I am one whit safer for doing it. Still at the same time you are keeping out of the way, and they cannot say that you have run in the face of it.

1147. Do not you think that you may take it as absolutely possible that a derelict might remain in one spot for one day?—It is quite impossible.

1148. Then in that case the safest way would be to go straight for her position?—That would be a good position to get clear of her, there is no doubt of that.

1149. Do you think that the knowledge of these derelicts is any real practical advantage to you as a practical sailor?—Not really as a practical sailor.

1150. Does not it tend to create anxiety in your mind?—It does, there is no doubt about it.

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1151. We all agree as sailors that if a ship strikes a derelict of course the consequences may be disastrous, but what do you consider from your long experience of the Atlantic is the actual amount of danger from your experience of collisions that you know have occurred with derelicts?—My opinion is they are attended with very great danger.

1152. That is your opinion; but I want to know the actual number of collisions that you know of in conversation with your brother captains, or from information you may have received at the ports, of actual collisions with derelicts. What sort of proportion would you give to the danger? Would you consider it equal, for instance, to the danger from ice?—It is every bit as bad as danger from ice.

1153. You mean that you know that collisions with derelicts are equal to collisions with ice?—Yes.

1154. You know that for a fact?—Yes.

1155. How?—I think so. One of the German Lloyd's, the "Saale," ran on to an iceberg with his bilge, and slid off again, and never did any harm.

1156. You do not think a collision with ice is not a practical danger?—It is a great practical danger; if you strike end on you are bound to come to grief, but the "Saale" steaming 18 knots, with his bilge went on to the ice and slid off again without doing any harm.

1157. Might not you do that with a derelict?—Yes.

1158. Then they are about equally dangerous?—Yes, equally dangerous.

1159. An iceberg or an ice-floe is very much larger than a derelict?—Yes.

1160. You have got more chance of striking a thing that is 500 yards across, than a vessel that may be only 300 or 400 feet long?—Yes, certainly.

1161. How many cases of actual collisions have you heard of yourself or from your brother captains. I am not speaking of the accounts in the papers now; how many of them do you recollect?—I have not come across any.

1162. None at all?—No.

1163. How many of your brother captains have run into ice?—I do not know of any of our people, but one about 10 years ago or 12 years ago.

1164. I am not speaking of the Wilson line only?—I have met several who have run into ice.

1165. More into ice than into derelicts?—Yes, more into ice than into derelicts.

1166. Have you put down the loss of any vessels to collisions with derelicts?—No, I have not.

1167. Of course we all admit that when a vessel is missed she may have struck a derelict?—Yes, she may have struck a derelict.

1168. You do not know of any reason to assume that that has been so, except that there are a certain number of derelicts floating about, and that a vessel may have come across one?—I have no reason to suppose so, but I have an idea that it is the case.

1169. You would agree, I presume, that a larger proportion of vessels would strike derelicts, and only receive damage, more or less, than would become totally lost?—Yes.

1170. Then the proportion of vessels that you report as having collisions with derelicts would be very considerably larger than these missing vessels that have been lost by striking a derelict?—Yes. There is one thing to take into account in meeting with ice, you may have an indication that you are near ice and save yourself from a collision, which you have not with a derelict.

1171. Speaking with your practical experience have you found that to be so?—Yes.

1172. Have you found indications?—Yes, indications by taking the temperature of the water every half-hour.

1173. Have you found cases in which you have not felt the indications?—Yes, I have.

1174. Because the mass of evidence, I think, collected now for a good many years, shows that the number of cases in which you may approach ice, and very heavy ice, without any indication, are far greater than those in which you get the indication?—Yes.

1175. You would not trust to that?—I should not trust to that at all.

1176. You take the precaution in case it should help you?—The last time I felt touches of cold the water was 39 for just about a quarter of a mile, and round about warm water from 56 up to 60, that is at the dipping of the Arctic Stream in the Gulf Stream.

1177. (*Chairman.*) Is the "Lydian Monarch" one of your line?—Yes.

1178. I am not throwing the least doubt on your statement, but this experience of derelicts is not universal amongst your captains is it?—No.

1179. Because Captain Morgan of the "Lydian Monarch" informs the committee that "although I "have been in the North Atlantic trade for over 30 "years I have never seen one derelict"?—Yes.

1180. Would not that show that they are partial at any rate?—Yes. There is one case; when I was in the "Bassano," I was very frequently meeting with derelicts. During the five years I was in command of the "Bassano" from 1885 to 1889, I was frequently meeting with them.

1181. May we assume that the derelicts you came across were more frequent during that period?—Yes.

1182. Can you suggest any reason for their being more frequent at that time than the other time?—I cannot suggest any reason; a good many of them I suppose are dismasted and water-logged in the Gulf Stream away down south, and they drive up gradually and come up to the middle of the Atlantic.

1183. But that would not be confined to your period?—That would not be confined to my period.

1184. (*Sir George Nares.*) Between 1885 and 1889 in these derelict vessels do you include timber?—I mean derelict vessels only.

1185. To look for a derelict on any particular route, probably a vessel could not get to the position under a week or 10 days?—Quite so.

1186. Now, suppose that the information was a week or 10 days old; if you were sent to search for a particular derelict, would it be an easy matter to find her?—I cannot say that it would be.

1187. Can you give us any idea of the time or the period it would take to search for that vessel?—No, that I cannot.

1188. Taking of course the drift of the Gulf Stream and the bad weather?—Then I could not tell you how long it would take to find her.

1189. Supposing the Government were to undertake to even keep one route open, how many vessels do you think it would take, or that there ought to be employed on these trips in the North Atlantic, and do you think it would be of practical service?—Yes, I think it would be of practical service.

1190. How many vessels would have to be employed?—Well, I should think about two from here to the Banks, and one attending about Newfoundland Banks, and occasionally coming off and taking any reports that were made.

1191. And you say that it is not at all an easy matter to find a derelict?—I cannot say that it would be an easy matter to find her.

1192. (*Mr. Trevor.*) Have you noticed in this weekly number of the "Weekly Bulletin" which you have put in, published on April 11th, that in the three weeks between the 14th of March and the 8th of April seven reports of derelicts and wreckage have been received from vessels, and 33 reports of vessels passing and touching ice?—No.

1193. You have not noticed that?—I have not noticed that. I did not count them up. I have not gone through that.

1194. Will you take it from me that the numbers are seven in one case and 33 in the other?—Yes.

1195. Does that go to show that vessels fall in with ice more than they fall in with derelicts?—Yes, if they go that route they are bound to fall in with it.

1196. Is that bulletin confined to a particular route?—No, it is not confined to a particular route, but the more north you go on leaving New York the more ice you will get. If you go south you will not fall in with any ice, but derelicts.

1197. You do not think that ice is a more common danger?—It is not a more common danger.

1198. Notwithstanding 33 reports of ice as against seven of derelicts?—You see, we know where the ice is more than we do where the derelicts are; we have an idea that ice is so far in such a latitude, and we go down south to get clear of it.

1199. (*Chairman.*) You are referring now to your steamers particularly?—During the ice we are supposed to go south.

1200. Therefore you do not regard ice as a danger?—We keep clear of it.

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1201. (*Mr. Trevor.*) The report of ice is of less value to you than to other people?—It is of less value to us than to other people.

1202. (*Sir George Nares.*) You steer clear of the ice because you dread it?—Yes. Our ships are uninsured, and we have particular instructions not to run any danger or any risk, and therefore we go well south to keep clear of the ice.

The witness withdrew.

CAPTAIN ALBERT GEORGE FROUD called and examined.

Captain A. G. Froud.

1203. (*Chairman.*) Are you secretary of the Shipmaster's Society?—I am.

1204. Is the evidence you are now going to give us from what you have known youself or is it collected evidence?—It is what I have collected since special interest has been shown in this particular question.

1205. And that you have collected from various shipmasters?—From various sources.

1206. For the advantage of those attached to your society?—Yes, to our society, and other navigators.

1207. You no doubt see a great number of captains of ships that come into the Thames?—Not a very great number. Shipmasters when actively employed have really very little time to go to a society like ours.

1208. Would you tell us a little more precisely how you get your information?—I can show the information, perhaps that will do, from newspapers and reports.

1209. (*Mr. Trevor.*) Do you get it from the newspapers?—Yes; some from newspaper reports and some from the masters. For instance, from the memorials I have handed in; a number of men in the Shipmasters' Society whom I questioned, and from whom I got information, have marked the information upon the memorials, and some have spoken of their experiences.

1210. You have stated that much of your information is from newspaper reports. I would ask you to say whether you have verified the accuracy of those newspaper reports?—It is quite impossible for me to verify them. I have lists of reports verified as those reports in the bulletin usually are.

1211. (*Chairman.*) You said in your letter that you would place before the committee monthly lists of derelicts seen and reported since about the 1st November 1893, what report is that?—Here they are, monthly reports.

1212. (*Sir Courtenay Boyle.*) Where are they taken from?—From the "Liverpool Journal of Commerce," a shipping paper.

1213. (*Chairman.*) These are extracts from newspapers?—Those are published monthly lists, taken from the reports of captains on their arrival.

1214. Would you let me see some of those?—Yes.

1215. I presume that this list of derelicts is equally known to the Board of Trade?—Presumably. I have heard of the Board of Trade monthly Notices to Mariners. I intended to look for the list of derelicts in them this morning, but had not time. As far as I can see it is not in the Atlantic portion of the Notices.

1216. (*Mr. Trevor.*) But being an officer of a shipmasters' society, do you not provide yourself with that summary, or monthly list?—I get the Admiralty report sent regularly; it gives the information, and I have no occasion to use the other.

1217. You are aware that it is supplied gratuitously?—I am aware that it is supplied gratuitously, but I have the information direct from the Admiralty as it is issued, and that is enough for our members.

1218. (*Chairman.*) Perhaps it would help us if you said what is the meaning and purpose of your society?—The meaning of the society is that officers have associated themselves together with the object of meeting the case of Courts of Inquiry, which may imperil their certificates. If the master of a ship, or an officer, is called upon to answer for his conduct by the Board of Trade, in the case of a casualty, if he is a member of the London Society, or either of these kindred societies, the society to which he belongs provides legal defence for him; and I may say, as you ask me, that this London Society, in addition to that, collects information which may be of value to its members.

1219. Well then, if that is so, can you give us some practical information of damages that have occurred to life or property?—I should say that I have not attempted to collect cases or do anything of the sort until quite recently. I happen to have here an extended protest made in the case of an actual collision with a derelict. I believe that the captain of the ship gave vidence here the other day; he was to do so, at least; e was the captain of the "Woolloomooloo." This proest was drawn from the logbook, and put before the underwriters, and the claim was founded upon it. The owners of the ship have informed me that the cost of this collision to the underwriters, in this particular case, was between 1,700*l.* and 1,800*l.* Here is a report of the survey on the damaged hull.

1220. What we are anxious to get here is authenticated cases of damage to shipping from collision with floating derelicts?—I cannot give a better instance than that one.

1221. We have that in evidence already?—But this is a legal document; two, in fact.

1222. (*Mr. Trevor.*) But the witness on the last occasion stated the circumstances of the collision, and said that he was chief officer of such and such a vessel in October 1888, and so on, and he gave us his description of the effect upon the ship. I do not see how that could be necessary to be put in now?—I see.

1223. (*Chairman.*) I do not think that we want to question the case; we accept the captain's statement?—I thought it might be of interest to the Committee. Here is a list of ten actual collisions resulting in damage and reported since the 1st January.

1224. Of this year?—Yes.

1225. (*Mr. Trevor.*) Reported to whom?—I really cannot say.

1226. Where did you get the list from?—I collected the reports from newspapers as they appeared.

1227. From the newspapers?—They may be easily explained. For instance, "'Forest Home' broke her "tail shaft and lost her propeller. Drifted about for "a week; the steamer towed into Halifax, 12th "February."

1228. (*Sir Courtenay Boyle.*) How do you know that?—By its being reported in the newspapers.

1229. And do you believe everything you see in the newspapers?—If it is necessary, as I happen to know the owner, I shall write to him and inquire into this accident.

1230. (*Chairman.*) But our object is to get properly authenticated cases inquired into, and by competent judges, and where they have pronounced that the damage arose from a floating derelict?—It is practically impossible to bring men here for that purpose, as you will see by the letter handed in this morning.

1231. Well, then, I think I may assume that as far as information you can give us is concerned, it is principally from newspapers, and that your society cannot produce any authentic cases, or inquire into cases over and above what have been published in other ways?—I am not aware that that has been published. This is a letter from the captain of the "Europe," where he saved a crew from a ship which was a derelict afterwards until she went down. I am not quite sure how long she was afloat; it is reported in the newspapers that she was seen to sink by another ship. It is from the captain of the "Europe," and sent to

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me by his employer, the manager of the National Steamship Company, without reference to this Committee; simply as information.

1232. The letter reporting the captain of the "Europe" having saved a crew?—Yes, and the danger incurred in doing it.

1233. (*Mr. Trevor.*) What is the date?—On the morning of the 25th instant (April 1894), in latitude 49° 19′ N. and longitude 9° 49′ W.

1234. (*Chairman.*) We do not at all deny the existence of derelicts, but what we are anxious about is to fix with some certainty where they have been seen, and what damage has arisen from them; and if you cannot give us really well-worked out cases, then you do not assist us much, because we already have all the statistics published in the newspapers, as well as those that come to the Board of Trade officially?—These do not all reach the Board of Trade.

1235. Not through you?—Not at all; they are not invariably reported.

1236. (*Sir Courtenay Boyle.*) How do you know that?—I think I may safely say so. For instance, the captain of one of the Gulf steamers (Captain Hudson), very nearly ran foul of a derelict on his route from New York to the east. I think about 200 miles off Cape St. Vincent that would be, and that might not be reported officially or otherwise.

1237. You do not count that as a collision, "very nearly ran foul"?—It is not a collision.

1238. (*Chairman.*) Is not it the duty of a captain to report to properly constituted authorities that he has seen a derelict?—There is no law calling upon him to do so.

1239. I think you are misinformed?—An actual collision would be reported, of course, but not the sighting of a derelict.

1240. (*Mr. Trevor.*) But the Act says, "That the "master of every ship arriving from parts beyond the "seas, shall at the time of making report answer all "such questions relating to the ship, cargo, crew, and "voyage, as shall be put to him by the collector, or "other proper officer" under a penalty of 100*l*. Every master has to make a report on arriving in a port, and in his ordinary deposition he has to answer any question put to him?—In the ordinary way on going into port he is not asked questions, except if he has picked up anything, or in the case of a collision, or damage to a ship; but in the ordinary way he is not asked what he has seen; he may pass derelicts and information remains shut up in his log book.

1241. (*Chairman.*) I do not think that you have got correct information upon that subject, because the captains that we have seen and asked, say that it is a matter of course to report everything that they have seen, and not only that, but a form is supplied to them from Lloyd's which they are asked to fill up?—That I am quite aware of. I have been actively interested of late in inducing masters of ships to fill up these reports, and on application to Colonel Hozier you will find that such reports have, until quite lately, been very much neglected.

1242. You wish to imply that the captains of a great number of ships arriving in England neglect to report under the 53rd section of the Customs Consolidation Act of 1876?—There is no doubt of the willingness of the masters to give information if they are asked; the question is not generally raised except in the case of a casualty or something of that kind; a man may see 20 derelicts and enter the circumstance in the log, but it may not go outside the log, no one asking him for it.

1243 Yet seeing that the information is published every week by the Board of Trade and by these American bulletins and charts, I ask you how that information is got at if it is not reported by captains?—How, is stated in the Hydrographer's notice. For instance, the "Shipping Gazette" of a certain date makes this or that report.

1244. Yes, but that information could only have been given on the captain's arrival?—Those who choose to do so send their reports to Lloyd's, or the "Shipping Gazette," or the "Liverpool Journal of Commerce." In America captains are invited to report. They are visited by representatives of the Hydrographic bureau, and then somehow the inclination to give information has grown very much and is used very much in America; here it is not. If you address yourself to Colonel Hozier he will bear me out in that respect. Quite lately Lloyd's, with whom I have some business from time to time, asked if I could help them to get more reports here.

1245. We understand that you think the information is not now sufficiently circulated?—It is not sufficiently circulated.

1246. Nor sufficiently reported by the captains of ships?—I think it might be reported much more than it is. If you will permit me I will read this. This copy of Notices to Mariners, for instance, is dated the 1st May. I visited the Mercantile Marine Office in Well Street this morning to get it, and was informed there that it arrived this morning, and that Notices to Mariners are published monthly.

1247. That is the Board of Trade notice?—That is the Board of Trade notice. The Hydrographic notices do not reach captains often except through such societies as ours. That is the position with reference to these last-mentioned Notices.

1248. (*Mr. Trevor.*) Of course you are aware that some of the notices in that May summary had appeared in the previous April and March one?—Oh, yes; but much of the information is of necessity old.

1249. (*Chairman.*) I believe that it is imperative for all captains of vessels arriving inwards to report themselves to the Custom house?—Certainly.

1250. Do you know that the Customs have ordered their officers to call upon masters to state whether they have fallen in with or picked up a wreck of any kind on their voyage?—By law they are to report anything picked up, certainly.

1251. But this is an order from the Customs; it directs that the controllers or collectors are to make that inquiry?—I cannot say as to the practice now; it is many years since I was before a collector of Customs.

1252. And it goes on to say that if they have picked up or seen any wreck they are to specify the particulars to the proper officer. That order exists?—Yes.

1253. So the machinery exists, but whether it is actually carried out is another matter?—But that is for what is picked up, you see.

1254. "Fall in with or pick up." As a seaman I would understand by that anything seen?—That is not the business of the Custom house. I have not had recent experience. No Custom house official would think of asking a shipmaster if he had passed a derelict, nor would the master think of telling him.

1255. That surprises me greatly, because it is so very much in the interest of masters to give notice of dangers they have seen?—The state of things is as I have said; such information is sought in the United States, here it is not sought, so that reporting has dropped very much out of practice.

1256. How far does your experience carry you; are you speaking of the port of London alone?—I am speaking of the whole of the United Kingdom.

1257. I think you know that this statement is open to question; it is not our business to question you at this moment, but I understand that is your opinion, that the reports are not sufficiently made, or not universally made?—Reports of derelicts are not always made.

1258. (*Mr. Trevor.*) Notwithstanding the directions of the Commissioners of Customs?—Notwithstanding such laws as exist.

1259. (*Chairman.*) And notwithstanding the very large amount of information that is actually published every month?—Yes.

1260. Do you suppose that if any captain omits to report on arrival any derelicts that he has seen, it rather points to the fact that he does not attach any importance to it?—I should think it would point to the fact that he does not attach much importance to it. I have found in London quite recently that some managers of large lines do not attach any great importance to the matter, not sufficient to ask for the removal of derelicts, though, as may be seen by the United States charts, right in the track of their ships.

1261. I will leave that section of your examination. You go on to say, "I shall be ready to mention sugges- "tions made by members of this Society from time to "time for the removal of derelicts"?—Derelicts have been seen quite recently, within easy distance of Ushant

and between Finisterre and Ushant. I can see no difficulty in picking up such derelicts. They might be reached within a few hours in some instances, and they might then be towed in to harbour. That is one suggestion made.

1262. That assumes that a derelict is readily picked up, even though some days would have elapsed between sighting and between a vessel reaching the spot?—In the particular instance that I point to the time would not be long.

1263. It must be a matter of a few days?—Not so long; the one I am speaking of is within 30 miles of Ushant. It is in the March or April chart.

1264. Given that the vessel is going to the port of London, two days at least would elapse before she was in a position to report it?—Yes, going to London, but many ships go into Plymouth.

1265. Some do?—And some into Brest.

1266. Well of course at Brest that would not concern us; we should not know probably?—If it were known that a vessel was ready to be used for the purpose of removing them, I should think it would be made known then.

1267. Well then, we will go further. Given that the vessel is reported; her position has been approximately stated; what would you then suggest?—That a vessel should be sent in search.

1268. A vessel?—A vessel.

1269. Could you suggest what sort of vessel should go?—I should suggest that some ships in the employ of Her Majesty's Government should go.

1270. That means that Her Majesty's Government would have to keep a ship always ready to go out on that particular service; they are not to be picked up whenever they are wanted?—That I quite understand, but there are cases where such ships might be used, I venture to think. I believe that the ships of the Trinity House have been employed on such errands on more occasions than one, although by law their duties are confined to ships that obstruct, or are likely to obstruct the entrance to harbours.

1271. We have it that the Trinity House deals with all wreckages throughout the coast of England for a considerable distance, but still a vessel off Ushant would be outside their legitimate beat, would it not?—Yes, if near Ushant.

1272. Given that a man-of-war is not there, which would be frequently the case, what would you suggest then?—Then things would not be worse than they are now.

1273. The removal of derelicts must be dependent first on their being reported, and secondly on a man-of-war being ready?—I simply put forward that one suggestion.

1274. How would you propose to get rid of it? Have you thought that out?—By towing.

1275. You cannot tow a vessel upside down?—They may be towed, although slowly.

1276. That is, perhaps, a sailor's question, but you may take it from me that the towing of a vessel upside down is not by any means a simple process?—I quite understand that.

1277. Given a timber vessel, would you suggest in a case of that sort, if she could not be towed into harbour, that she should be left alone?—No.

1278. What would you propose?—That she should be blown up and burst.

1279. What about the wreckage—the timber released?—It would not be so dangerous as the compact mass—the derelict itself—and if so, the wreckage might be towed into port or picked up.

1280. That again is a matter of opinion, and I do not think that it is borne out by the statistics that have been furnished?—One of our members told me of an experience in sailing through a field of deals.

1281. Deals would not hurt anybody?—Many of those timber ships are so laden—I happen to have here the report of an old shipmaster of a case where a ship was made to leak badly from striking a log, or what was believed to be a log at any rate.

1282. Was she an iron ship?—No, a wooden ship. It is the report of the master of the barque "Oaklands." It was not the "Oaklands" that was struck, but it is the report of her master.

1283. (*Captain Wharton.*) What year was that?—He does not state.

1284. (*Mr. Trevor.*) What month?—If you will permit me I will read the report.

1285. (*Chairman.*) Has the captain signed it?—The captain has signed it, and he is come-at-able. He says: "When in command of barque "Oaklands," I had "with me as chief mate, a Mr. Scott, who stated that "when he was mate of a barque—I forget the name—"trading to some port in the Gulf of Mexico for timber, "the vessel was going out in ballast, and after passing "the Azores she one night struck something which "caused the vessel to leak badly, so that her crew had a "lot of pumping to do all the rest of the passage. On "arrival at port of destination they found the wood "ends of two planks started from the stem and a "triangular mark showing that a square log of timber "had hit the two planks end on." That is signed George Croot.

1285*a*. (*Sir Evan MacGregor.*) He has not seen it himself?—No.

1286. (*Mr. Trevor.*) Does not that amount to this, that that is a report by a man on a date not given, of a conversation with some one else on his ship on a date not stated, of a hearsay possibility that the thing struck was a log?—That is so.

1287. (*Chairman.*) That report has an advantage in this way, that it shows conclusively that a vessel struck by a baulk end on may suffer very little damage; there was no damage that occurred to that wooden ship except to make her leak?—Yes.

1288. (*Mr. Trevor.*) Do you attach any importance to such a report as that?—To this extent, that it shows that a log striking end on may set a ship to leak. I believe in the case of an iron ship it would have gone into her.

1289. If the person who is reported to have had a conversation with the master stated it from his own knowledge it might be admissible?—He stated it of his own knowledge.

1290. It does not say so?—If you will permit me I will read it further on: "One of the able bodied seamen "on the same voyage had been in another ship on the "look-out, and was startled one night to see a large "log *overend* against the bow, some 8 feet of the log "above the ship's forecastle. It was carried some "distance before it eventually slipped clear. The above "incidents were narrated to me through our passing "quite close to a splendid new bright spar of very "large dimensions, say 80 feet long, and 2 feet 6 inches "diameter." Signed George Croot.

1291. Does it amount to more than this, that George Croot had a conversation on board his ship?—That is all that it amounts to.

1292. (*Chairman.*) Have you any other case that you can produce of striking wreckage or derelicts?—I will leave this list that has been collected by me.

1293. (*Mr. Trevor.*) We ought to know how the list has been compiled?—From the reports made in the newspapers, and upon which the notices, such as the hydrographic notices issued by the Admiralty, are made.

1294. (*Chairman.*) Do you receive the United States reports?—I do.

1295. And this monthly chart?—I receive the monthly chart; not the bulletins.

1296. Does your list include what you get from the American side?—It does not.

1297. Your letter goes on to say that you would be ready to describe the means now used for making known the existence and position of the derelicts?—That has been brought out before in my evidence.

1298. You have nothing more to add?—No.

1299. (*Sir George Nares.*) With reference to the Board of Trade notices, you say that it must necessarily be, some of it at least, a month old before a master gets it into his hands?—Yes.

1300. You know that every Admiralty notice is placarded up at each Custom house for the advantage of the captain to see, if he wishes, when he is attending at the Custom house?—I know it; but I know more, that it is practically impossible for him to read them; practically speaking, it is impossible to read them.

1301. Can you suggest any improvement whatever in the present mode of attracting the attention of captains

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to notices to mariners?—I cannot think of anything better than the mode adopted in the United States.

1302. But the United States only issues a monthly chart of one part of the world, whereas the Board of Trade issues a monthly summary notice for the whole world?—The United States Government have made the first issue of a chart for the North Pacific of the same sort, and they are gradually extending their operations; and in a room they call the Maritime Exchange I believe, they place very prominently the latest notices as reports are made in New York, and the other United States ports.

1303. Still the fact is, that Great Britain is issuing monthly notices relating to every change in lights, and every danger at sea, that is reported all over the world, whereas the United States is only issuing it for two parts of the world at present?—That is so.

1304. So far as drawing the captains' attention to a particular Admiralty notice within the month, can you suggest any way in which the present mode can be improved in Great Britain?—I may mention that it is the intention of the committee of the society to which I belong to set up in its rooms a notice board upon which signs of derelicts and ice and such things will be marked up as they are received through the newspapers and other channels.

1305. Can you suggest anything for the Government or the Board of Trade to do to improve that?—I do not know of any better system.

1306. Your evidence at the beginning was rather that this was insufficient, and I want to know whether you can tell us how to improve it?—By adopting the system of the United States.

1307. To publish charts of two parts of the world only?—For all the world.

1308. Are we to give those charts to every captain gratuitously as we give that monthly summary when he signs at the Custom house? Do you think he would look at them more than he looks at the monthly summary?—I cannot say. I think there is room for very great improvement in the present way of publishing this information.

1309. My aim is to get a captain to take the information. Can you tell us how to do that?—Something of the sort is wanted. I cannot think of a better system than the one that obtains in the United States. I will illustrate what I am saying by reference to this chart received, I think, yesterday from the Hydrographic Office. It sets out ice in a very uncommon place. The remark of the captain of one of the mail steamers plying between New Zealand and Great Britain was that probably some ships would be picked up by that ice, and that he thought some steps should be taken to distribute the information, as it was likely to be of great service.

1310. Do you know what steps have been taken to distribute that information?—I believe that it has been circulated in the usual way to the British Possessions, and possibly to the Consulates.

1311. You do not appear to know that it has been specially called attention to in the distribution last week, because of the importance of it?—I was not aware of that.

1312. Excuse me; you said just now that it was distributed in the ordinary mode. Do you know that last week it was distributed abroad with special attention drawn to the importance of it?—I was not aware of that.

1313. It is a fact. You think there are a great many more derelicts afloat than appear on this chart of the American Government?—I do not know how far back those charts record derelicts. If the one chart, the chart of May, takes up the derelicts of April or not.

1314. I thought you had studied it. You may take it that it does, and the month before. They calculate in America that the life of the derelict in ordinary occasions is about three weeks?—Yes.

1315. You agree that all actual collisions with British ships are reported to the Board of Trade?—Certainly.

1316. But you do not think that reports of derelicts sighted are reported?—I am satisfied that they all are not

1317. And we may take it, I suppose, that the Board of Trade return can be depended upon to be correct?—I should think so, certainly.

1318.—The Board of Trade have had a return got out of all the casualties that have happened to British ships in the last three years from striking wrecks and derelicts?—I was not aware of that.

1319. And striking timber too?—I was not aware of that special report.

1320. Now from that we can calculate practically, or we can get an idea of, the number of derelicts and timber floating about all over the world, if we have the returns of the actual collisions, cannot we?—Scarcely; the actual collisions are a small percentage.

1321. It gives us the collisions?—The collisions.

1322. Have you any idea of how many vessels have actually struck derelict vessels in three years?—I have not.

1323. Would you be surprised to hear that there are only seven cases for the whole of the British shipping, all over the world?—I should be surprised at that in the face of the information which I have just now handed up.

1324. You were saying that you think that the timber-laden vessels should be blown up, and the logs set adrift. Would you be surprised to know that out of the 103 cases of casualties that have occurred to British ships in these three years, there are only seven attributed to derelicts, all the rest are from fouling logs of wood and wreckage?—I am surprised to hear that, but I have suggested that those vessels should be towed in; I especially put that forward, and failing the towing in——

1325. You agree that it would be dangerous to blow up and destroy a vessel laden with heavy logs of timber?—Upon the face of that I should think so.

1326. I will go back to the "Nerissa," Captain Goodrhan of the "Wooloomooloo"; do you know that he had never seen a derelict in the 28 years of his service?—I did not know that. I know that I never saw one.

1327. In his 28 years of service, although there was no doubt the casualty in the "Nerissa," that is the only derelict that he had seen in the 28 years?—It is quite possible. I was in command for 27 years, and I never saw a derelict, and I was all over the world.

1328. You yourself?—Myself.

1329. We have had, from one of the White Star captains, evidence that in 20 years service he had only seen or heard of six or seven?—Thay may easily be.

1330. Do you know the practice actually followed by the authorities of the British Isles, as to the clearing of our coasts of logs, and wreckage, and derelicts?—Only from the Acts of Parliament which govern the action of the Trinity House authorities.

1331. You do not know, as a fact yourself, what is really being done in that direction?—I do not.

1332. Do you think our shores are actually free, or are they in a bad state in connection with wrecks and wreckage?—I should think they are in a very good state.

1333. Who is removing those derelicts?—The British authorities.

1334. Yet you do not know anything about how they are doing it?—I have not been looking in that direction at all; I know what they have to do under the Acts.

1335. But you were talking about sending out after this vessel off Ushant?—Yes.

1336. If the French would clear their shores as Great Britain clears hers, there might be fewer wrecks about, might there not?—There might be fewer wrecks about. I pointed that one out as being near, and easily come-at-able.

1337. Do you know that we actually do clear the whole of our shores within 50 or 60 miles?—I was not aware of that.

1338. At the present moment we have it in evidence that there is not one wreck stranded on the British coasts dangerous to navigation?—I should think that would be the case.

1339. As to the easy way of sighting a wreck, for instance this one off Ushant, we have it from the Trinity House that within a day's notice, or two days' notice they have sent out to search for the wreckage reported passing near the coast. In the last five years there have been 59 trips, and 39 times they were unsuccessful in searching for them?—Yes.

1340. The other times they have either towed them in, or destroyed them at sea, or grounded them at shallow water?—I was not aware of these circumstances.

1341. (*Mr. Trevor.*) I think you told us that, according to your knowledge, the Trinity House confined their operations of removing to, in or near harbours?—I think I said that the Acts of Parliament confined or were considered to confine them to vessels actually obstructing, or likely to obstruct harbours.

1342. In your position as secretary of the Shipmasters' Society, would it be your duty to become familiar with the Removal of Wrecks Act of 1877?—Not specially.

1343. Not when it seriously affects ships and shipping?—Not specially.

1344. Would you take it from me that that Act empowers harbour and conservancy authorities to remove wrecks that they think are, or are likely to become an obstruction to the navigation in that harbour or water, but that where a vessel is sunk, stranded, or abandoned in any fairway or on the seashore of the United Kingdom, or any of the adjacent seas or islands, and there is no harbour authority having power to raise, remove, or destroy the same that then the general lighthouse authority is furnished with ample powers of doing exactly in the open sea what the harbour authority is authorised to do in its own harbour? Were you aware of that?—I was not aware of that particular feature of it.

1345. Do you consider that an Act of that importance to shipping is immaterial to the officers of the Ship Masters' Society?—I may say that it is not my special business to acquaint myself with that Act; the special business of the Society is what I have stated.

1346. Would you like to know that the Trinity House, as one of these lighthouse authorities, have removed derelicts as far off as 150 miles from England?—I am glad to hear it.

1347. Any reflection upon the Trinity House or lighthouse authority that might be implied in your evidence you think is unfounded?—I have never attempted to imply any reflection upon any authorities; I am simply speaking of the dangers to navigation caused by the derelicts, some of which I have mentioned.

1348. They were not near the coast of this kingdom?—They were in a position likely to become near. For instance, this one before me, not far from the Scilly Islands, in the January chart of 1894; and I happen to know, at first hand, at any rate, that there was one very near the Coquet Islands two or three months since.

1349. You do not think that has been removed?—I do not know—a floating derelict.

1350. We are only dealing with floating derelicts; we are not asking you about anything else. I have only one further question to ask you. You refer to towing a floating derelict as being either the best way or a very good way of getting her out of the way?—As being a possible way.

1351. Has it ever occurred to you as to the difficulty of the time that such towing would take?—Certainly.

1352. Assume that a derelict was met in mid-ocean, have you any idea of how long it would take to tow her either into Newfoundland or into Queenstown?—It would depend entirely upon the circumstances of the derelict. I may mention that in all human probability the new large ship the "Bahama" is still afloat; to tow her to a port would be a simple matter.

1353. If not capsized?—There is not the remotest chance of her capsizing.

1354. What sort of time would you give to a vessel to be towed?—I myself have towed ships, I think, at the rate of seven or eight knots years ago.

1355. How many days would it take to come from mid-ocean into either of the two places I have named?—Perhaps 13 or 14 days, possibly 20 days.

1356. And during that time a vessel which we will assume towed off a vessel in that way would be so occupied that she would not be looking for other derelicts?—Quite so.

1357. (*Captain Wharton.*) You have been in command for 27 years at sea, and during that time you never saw a derelict?—None in my recollection.

1358. I gather from your evidence that there is a very considerable actual danger existing from derelicts that are afloat?—If I may believe all that is told me by large numbers of men, there is a grave danger.

1359. What is told you by large numbers of men?—If I could refer to the memorials handed in by me, one man amongst them was in a very heavy gale, and obliged to scud because of it; he had passed within a ship's length of a derelict, the hull of which was 200 feet or upwards in length. That was in mid-day.

1360. Of course as sailors we all agree that there are derelicts, and we all agree that if a ship strikes a derelict she may be seriously damaged or disabled or even lost, but you will agree that it is the question of frequency that must be considered, before the Government would be justified in expending any money in endeavouring to do away with them. Will you admit that?—I admit that, certainly.

1361. During your 27 years in command did it ever strike you that you were in danger of a derelict?—Never; I never saw one.

1362. Then what first brought it to your mind that there was a danger?—Studying those charts, the United States charts, and hearing reports brought to me by men of their narrow escapes.

1363. Although you had no idea of your danger when at sea, and you never heard from your brother sailors of it before?—I have heard of many from my brother sailors.

1364. You have never heard from any of your brother sailors that they were uneasy in consequence of those derelicts. It is the fact that they have been placed down on the charts and distributed, and this made you feel uneasy?—For my brother sailors.

1365. Brother sailors?—Yes, certainly, by their accounts of their peril.

1366. What number of cases of damage to vessels do you actually know of yourself. I am not speaking of those reports you are speaking of; but what number of cases have you known in the whole of your experience of damage?—Not one.

1367. Then do you still think that the danger is very great?—I am sure of it.

1368. You agree that we should endeavour to find out what the danger is, and what the amount of danger is?—I think so.

1369. Sir George Nares has told you that three years' records show that there were only seven collisions with wrecks, in which there was no loss of life or loss of ship; supposing that that is correct, do you think that would justify the expenditure of any large amount of money by the Government?—I think it would. I would not for a moment suggest a Quixotic errand all over the ocean; but where derelicts are reported, their position being well known, I would suggest that they should be sought for and removed if possible, or destroyed.

1370. If it is worth spending money in one way it is worth spending money in another, I presume. Do the underwriters ever take any account of the danger of derelicts?—I should think so.

1371. Do you think that they put on an extra percentage for it?—I think so.

1372. Why do you think so?—Because of the danger that exists in the same way that they put it on for other things.

1373. You have no knowledge on the subject?—No absolute knowledge on the subject.

1374. Do you think that the trade in general would welcome a tax like the lighthouse tax for the purpose of maintaining a squadron of vessels for searching for derelicts?—I do not think they would.

1375. Because they do not think the danger is enough, or why?—Because they resist taxes always.

1376. You admit that it cannot be done without the expenditure of money?—Certainly.

1377. Have you ever thought what it would take to diminish to any serious extent the number of derelicts that are afloat in the Atlantic ocean; have you ever thought how many miles a vessel would have to steam before she could report, even supposing a derelict had been seen; would she not have to search thousands of square miles?—Most certainly.

1378. Have you thought of that?—I have.

1379. How many vessels would it take to do it, do you think?—I would make one step by employing one vessel in search of derelicts in the places where they are found

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most frequently. In the case of wrecks, such as the one I am pointing to here, the brig "Atalanta," a wreck of November the 19th, 1893, I would send a special ship in search of her.

1380. That is your idea?—We have cruising squadrons, and experimental training vessels, and ships of that kind, which might, I think, be well employed with that for an object.

1381. That is not your business?—You asked me for a suggestion.

1382. I did not think you would suggest the way in which the Government should use a man-of-war. Are you aware that the Admiralty has sent off from time to time when a vessel is in a position which is manifestly a very dangerous one and outside the reach of the Trinity House?—I was not aware of that.

1383. You may take it from me that they have. You are not aware that that has happened, and in no case has a man-of-war succeeded in finding a derelict. Only as lately ago as last February, two months ago, a wreck was reported a little westward, 50 miles westward, of Scilly, and one of Her Majesty's ships was sent out for five days; this was a masted vessel, and nothing has been seen of her or heard of her since, and that is the universal experience?—Yes.

1384. Therefore the Government have some facts to go upon and not bare speculation; and still you think it should be easy to find them?—Yes.

1385. I also gather from your evidence that you think the United States pilot chart is, as regards the marking of derelicts, useful?—Certainly, and in many other ways.

1386. We are now confining ourselves to derelicts. How is it useful as regards derelicts?—By warning navigators to keep a special look-out.

1387. Is not it the duty of every ship to keep a special look-out?—There is a difference in look-outs, as I need not say.

1388. Quite?—One man on a look-out is quite sufficient in an ordinary night, for instance, or in an ordinary sea, but the look-out would be doubled in foggy weather or near a derelict.

1389. Is it the universal practice of all vessels, now they have got the pilot chart and it is shown that there are frequently eight or nine derelicts the position of which is unknown, that vessels in the Atlantic trade double their look-outs?—I am afraid that would be impossible, for 80 per cent. of them cannot keep the ordinary look-out.

1390. Then for those vessels that cannot do that, of what value is the chart to them?—Very little.

1391. (*Mr. Trevor.*) Do you say that 80 per cent. cannot keep a look-out?—A very large percentage. I said 80; but a very large percentage are unable to keep the ordinary look-out continuously.

1392. And to them the chart is of very little use?—It is of very little use.

1393. (*Chairman.*) That is owing to the ships being undermanned?—That is owing to the ships being undermanned. The courts of inquiry are reporting it constantly.

1394. (*Captain Wharton.*) But a ship that is not in itself insufficiently manned, can she make any other use of the knowledge that a derelict was seen in a certain place for a certain number of days before?—It does not occur to me that she could.

1395. But still you think there is great value in that chart?—I am sure that they do, from what they tell me.

1396. Who told you?—Captains of ships plying regularly between this country and New York.

1397. What do they tell you?—That they value the charts.

1398. But I am trying to get out why they value it?—For the information it contains with reference to wreckage and derelicts.

1399 I am speaking of derelicts solely. I am trying to get out what use the charts are to the ships when they can double their look-outs. Is that all that they can do?—I simply mention the double look-outs as one means of keeping a special look-out.

1400. Give me another means?—I do not know of another.

1401. That is the sole value of the information, that they may keep a sharp look out?—I think so; the chart tells them where they may expect to see a derelict.

1402. Do you think on the other hand that the chart may occasion unncessary anxiety in the minds of captain or passengers?—I can scarcely think so.

1403. You do not think so?—No.

1404. You do not think that the fact of seeing these ships on a very large scale, and a chart on a very small scale causes a very exaggerated idea of the danger?—I do not think that it affects them seriously in any other way than it should.

1405. (*Sir George Nares.*) Have you ever known of any loss of life from any vessel striking a derelict?—I have not.

1406. (*Captain Wharton.*) We were told by one witness with respect to these derelicts, that an unseen danger that sailors cannot guard against, causes them an amount of terror which is very painful. Have you ever heard anything about that amongst your brother sailors?—The instance that I mentioned was rather a notable one. Captain Hubbuck is the captain's name, who said that he was kept in mortal terror for the next 24 hours after seeing this derelict driving so furiously before a snowstorm and a high wind, and being unable to see scarcely anything.

1407. Escaping extraordinary danger of that kind it would affect him for some period probably?—Yes, and he dreaded it till the next night was over.

1408. He did not go in mortal terror all the rest of his life?—I suppose not; he had got over it when he talked to me. I carefully confine the terror to 24 hours, or rather I repeat what he told me.

1409. Did not you think that it is very natural that a sailor who has had a narrow escape from running against a derelict should lay perhaps, too much stress in his mind upon the danger?—Well, he would lay very great stress upon it; whether too much I am afraid to say.

1410. Let us suppose that that was the only derelict in the whole Atlantic, and he nearly ran upon it. I daresay that he would feel in a great state of alarm, but he really would not be in any danger, because the danger of striking it again would be many millions to one?—Many millions.

1411. Do not the present numbers in the returns show that it is many millions to one that you will not meet a derelict?—I will not venture at the numbers, but they are very large.

1412. (*Sir George Nares.*) You mentioned a derelict near the Coquet Islands, off the Northumbrian coast. Can you give me the date of that; was it January 1894?—I think it was January 1894.

1413. Do you know that a vessel was sent out to search for that derelict, and she could not be found?—I was not aware of that. But the captain of one of the Glen steamers reported the circumstances to me on his arrival in London. He had seen her in coming from a port in the north to London.

1414. If we have a Return from the Trinity House which shows that in January 1894, a floating derelict was seen off the Coquet, and a vessel was sent out and searched for her, and she could not be found, would you consider that satisfactory?—Certainly, every effort has been made to dispose of her. But some of the derelicts float about for months.

The witness withdrew.

Adjourned to Tuesday the 22nd instant at 12 o'clock.

SIXTH DAY.

At the Office of the Board of Trade, Tuesday, 22nd May 1894.

PRESENT:

REAR-ADMIRAL LORD WALTER KERR IN THE CHAIR.

Sir EVAN MACGREGOR, K.C.B.
Sir GEORGE NARES, K.C.B., F.R.S.
C. CECIL TREVOR, Esq., C.B.
Captain W. J. L. WHARTON, R.N., F.R.S.

J. WADDON MARTYN, Esq., *Secretary.*

Colonel H. HOZIER called and examined.

Colonel H. Hozier.

1415. (*Chairman.*) You are secretary for Lloyd's, are you not?—Yes.

1416. You make it part of your business, I understand, to collect all the information you can with regard to derelicts or other dangers that are reported or have been seen by vessels arriving in this country?—Yes.

1417. Could you tell us what steps you take for getting that information?—As to derelicts, we issue forms to the masters of vessels asking them to report to the first Lloyd's agent they come to, any derelict they may pass; and of course if a ship strikes a derelict then the master reports it to Lloyd's agent at the first port of call—or we hope that he reports it, I am not sure that he always does report it—and that must be telegraphed by Lloyds' agent at once to London. We have regular forms that we issue to the masters of vessels asking them to report.

1418. Is this the form (*handing a printed form to the witness**) ?—Yes; we have got two forms in existence now; at least one is an old form, of which I have got a copy here, which was chiefly applied to speakings. It also included wrecks, and it is only since there has been considerable excitement about derelicts that we have issued a new form. That is the new form which specially points out the desirability of reporting derelicts.

1419. This is the new form that you issued lately?—That is the new form that we issued within the last few months.

1420. Then is this form given to every captain?—As far as possible; we distribute them as much as possible; the Custom house officers distribute them to vessels clearing, and we distribute them through Lloyds' agent, who has orders to put them on board, and we send them to shipowners and ship masters' societies, and also direct to captains in many cases.

1421. When you have got this information what happens?—What happens is that it is notified in Lloyd's List at once for the information of all masters of vessels, and we also take special care to notify it to shipowners or masters who are going that particular voyage, and we send it to the shipowner.

1422. Is Lloyd's List a weekly publication?—A daily.

1423. (*Mr. Trevor.*) It is amalgamated with the "Shipping Gazette," is it not?—Yes, with the "Shipping Gazette."

1424. The newspaper is called "The Shipping and Mercantile Gazette and Lloyd's List"?—Yes.

1425. (*Chairman.*) Have you any date subsequent to which you remit information of derelicts?—No, we should only report what the master reported on his voyage.

1426. And it is published once in your Gazette?—Yes.

1427. All that a man has seen?—Yes, when the master arrives at the end of his voyage, if he carries out our request, he reports to Lloyd's agent, and Lloyd's agent ought to see every master who arrives and find out what has passed, and then that is telegraphed to London. If the master does not report to Lloyd's agent at the port of arrival, then he ought to post this form without prepayment, but we prefer it reported to the agent because then it comes by telegraph. Supposing on the voyage from London to Quebec he passes derelicts, he ought to go to the agent at Quebec and report the latitude and longitude, and give the date, and then the agent telegraphs it, and the next day it is notified in Lloyd's List, and the information is given to the owners of vessels on the berth clearing in that direction.

1428. Do you think that this is satisfactory, or can you suggest any means of making it satisfactory?—I think it is satisfactory so far as it goes, but of course we have got no power to compel the masters to report. It entirely depends upon the master himself. If a master strikes a piece of wreck without doing any damage to his ship, he ought to report that, but he very likely says nothing about it.

1429. You have no doubt seen the wreck charts published by the Hydrographer of the United States?—Yes.

1430. Do you attach much value to those charts?—I think they are valuable. I got out roughly—I had not much time—what our reports are for the last three years. What we find is, that the average number of collisions reported with derelicts is between 10 and 20 per annum—probably nearer 10 than 20. That is, actual collisions when the master reports a collision.

1431. But were those all floating derelicts?—They were all floating derelicts.

1432. (*Mr. Trevor.*) Do they include spars or deals?—Not including spars. If they come in contact with floating pieces of wreckage, such as drifting spars, I think we ought to take it at 20 a year. But this is quite rough; it is only got out at short notice. We get 250 reports annually of derelicts being passed without being touched. Then of course there is the question of missing vessels. We cannot tell how many are attributable to derelicts, and how many to ice, and how many to foundering.

1433. (*Chairman.*) Does the information that you have received with regard to those collisions with derelicts confine them to any special part of the ocean?—Nearly all of them are within 300 miles of the American coast. We looked at that. There may be some further out, but as a general rule they are between 200 and 300 miles from the American coast, and that makes us believe that most of them are American coasters, probably laden with lumber, which have got water-logged.

1434. You say that, as a general rule, they are within 200 or 300 miles of the coast. That comprises all the water within that mileage, but some may be close to the coast?—Some may be close to the coast, but as a general rule they are further out.

1435. With regard to the collisions which have been reported have they resulted in much damage to the ships?—Some of them; but I do not think as a general rule there is very much damage done.

* See Appendix I., p. 120.

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1436. (*Sir Evan MacGregor.*) Have you got any suggestions to make with regard to this?—I think that it would be a very good thing if some measures could be taken to ensure that masters should report to Lloyd's agent, or to somebody at the port of arrival; and if they report to Lloyd's agent it is telegraphed, and it is notified to masters of vessels, and that will keep other masters clear. Of course it would be a very good thing if all derelicts could be destroyed.

1437. You say masters of vessels will keep clear; what would you propose that they should do, having got the information?—If a master finds that a derelict is lying in a certain latitude and longitude, he must keep a good look out, just in the same way as when he hears of icebergs.

1438. (*Mr. Trevor.*) Do you think that the derelict will stay still in the same latitude and longitude?—No, it will not stay still, but supposing a man passes a derelict a day before going into New York and this is telegraphed home, the next vessel going out will be there in four days.

1439. (*Sir Evan MacGregor.*) If it is a slow vessel of course it will be eight or 10 days?—Yes, and of course a sailing vessel will be much longer.

1440. So that it would not help him very much?—To a certain extent; he knows that he must look out in that direction.

1441. (*Mr. Trevor.*) What! five days afterwards?—I do not suppose that she floats very far in five days.

1442. How many miles a day will a derelict float?—If water-logged, and there is not much current, I suppose that she would not float more than four or five miles a day.

1443. But there is a good deal of current sometimes, is there not?—That depends upon which part she is in.

1444. (*Sir Evan MacGregor.*) You are speaking chiefly of the Atlantic?—I am speaking of the Atlantic entirely.

1445. The information from distant parts, I suppose, does not come to you?—Yes, from all parts of the world; but I did not take out any figures except for the Atlantic.

1446. You did not take out any figures of the North Sea?—No.

1447. Is there any strong feeling at Lloyd's on this subject?—I do not think there is very much. Of course they would like to see everything done to improve navigation.

1448. But there is not a strong feeling?—There is not a strong feeling.

1449. It is not looked upon that a floating derelict is a great danger?—Perhaps not a very great danger, but still it is a danger.

1450. Not nearly equal to ice?—Oh, no, not so much as ice.

1451. (*Sir George Nares.*) In reference to your return as to the 10 or 12 collisions with derelicts annually during the last three years, are those confined to British ships, or to ships of all nations?—All nations.

1452. Do you know of the instructions compelling masters to report to the Custom house as to what dangers they have seen on their voyages?—I believe there are such instructions.

1453. Do you want them strengthened?—Yes. The reports to the Custom house are not telegraphed home. What we want, of course, is that the masters of outgoing vessels should know of the fact of these derelicts in order to avoid them, and we think that he ought to know of them very quickly.

1454. Suppose a master gives information to a Consul abroad, would you like that to be telegraphed home?—Yes, I think so.

1455. But who is to pay for it?—Lloyds will pay for the telegraphing.

1456. Lloyd's would?—Oh yes; Lloyd's would pay for the telegraphing. We do it at present when it is reported to our agents.

1457. The same as you telegraph now any newly discovered dangers on the route?—Yes.

1458. Do you know of any cases of loss of life through striking a derelict?—I did not look out that. Of course some of the vessels which have been reported missing may have been lost through striking derelicts.

1459. (*Mr. Trevor.*) Are there any special dangers which underwriters insure against in marine insurance?—I do not think so; but as I am not an underwriter I am afraid I cannot answer those questions.

1460. When I say underwriters I mean members of Lloyds; then you cannot tell us whether the danger of derelicts is a substantial item in an insurance?—I fancy it is. Oh, yes, I think they may be.

1461. By name—is it named in the insurance policy?—Not named, I do not think. I could get you the information accurately.

1462. The Committee would be very glad of that; now for instance is ice specially mentioned?—No.

1463. It is considered as an ordinary peril of the sea?—Yes.

1464. But you think that derelicts is an extraordinary peril of the sea?—I think that it is.

1465. It is very important to clear this up; you say that ice is more dangerous than derelicts, but yet now you tell us that ice is not specially insured against, and that the danger from derelicts is?—No, because the danger from ice has always existed while derelicts are things of later days, or rather, attention has been drawn to them in later days.

1466. I suppose the few that exist have existed since the present agitation began?—I do not know.

1467. If the Chairman would ask you to give us that information, could you do so, either in the form of printed matter or any other way?—I could get that information.

1468. (*Chairman.*) Perhaps you know who could give evidence on the part of the underwriters?—I could find some underwriter, but I think I could get the information from the various brokers at Lloyd's, and make an average statement and send it in.

1469. (*Captain Wharton.*) How long have you been connected with Lloyds?—20 years.

1470. When was it first brought to your notice that derelicts were to be regarded as a considerable danger?—There has always been a good deal of discussion about derelicts since I could remember, but latterly there has been more attention drawn to them.

1471. Can you tell us why?—I think chiefly because of the excitement which has been got up in America about it. I do not know whether they have increased in number, I have got no idea of that.

1472. Do you think that any seaman ever altered his course, or took any particular step in consequence of having that Hydrographer's chart with certain derelicts marked on it?—I do not know.

1473. Do you think that the seamen have done so; have you heard of that?—I do not know whether they have or not.

1474. Do they regard that information as given them from Washington as valuable or not?—Yes, I think they do.

1475. And yet you do not know what use they make of it?—Yes.

1476. What is your own opinion?—I think it would be a very good thing if they could be reported without any expense, it may do good and cannot do any harm. Of course if they could be destroyed it would be a very good thing.

1477. Have you ever thought what the measures would be which would be necessary, in order to diminish the number of derelicts in any appreciable degree?—That is a thing that must be left entirely to the navy.

1478. To some Government department we will say?—Yes.

1479. Having to do with shipowners, and underwriters, and seamen, you would naturally like, if there were only one or two derelicts in the whole Atlantic, to have them cleared away, but you have never thought, I suppose, of the amount of money necessary to do that, have you?—I have thought of it, but I have not formulated any scheme. I think that that would require a good deal of money. The only way would be for the men-of-war to cruise and find them, and blow them up with dynamite, or something of that sort.

1480. Do you think that men-of-war are so plentiful that they can be used for that?—That is a matter for the Government to decide.

1481. Are you aware that the Trinity House searches for derelicts all round the shores of England?—I believe they do.

1482. Are you aware that in a great many cases, although they have prompt information that a derelict is near the shore, they cannot find it?—That is the case.

1483. That in fact a very large proportion of them sink in a very short time?—Yes, I think if an iron ship is abandoned she is very likely to sink shortly, but what floats are those water-logged lumber laden vessels coming from Nova Scotia and all that part of the world.

1484. Do you know the proportion of vessels that the United States, who have taken so much trouble about it, actually found to have floated for any appreciable time out of the number of derelicts?—No.

1485. But you are aware that it is a very small number?—Yes.

1486. It would be scarcely possible that you would catch an ephemeral derelict, as I may call it, within 20 days of her being seen; would you say that that vessel could be found?—Possibly.

1487. It would be only those floating a long time, except those near the shore?—I fancy that those that float are wooden ships, timber-laden, that get water-logged.

1488. No doubt, but there are few of those as you are aware. Then considering the question that vessels which are missing may, some of them, be lost owing to collisions with derelicts, you would expect a largish number of vessels that would be seriously damaged with collisions, and yet have survived, in order to be able to assume with any justice that many vessels were lost by it?—Possibly, but very often when a vessel happens to strike a derelict she goes down.

1489. That is only a fancy of yours?—Of course.

1490. Because you have given a considerable number of collisions. You say you have found out a large number of collisions; none of these vessels have gone down or they would not have lived to tell the tale?—Quite so.

1491. As a matter of fact you do not know how many have gone down?—But you do not know how many missing vessels there are.

1492. Is is not probable that if, we will say, five vessels a year absolutely go down and leave no trace, that there would be a much larger number which would receive serious damage, but that the crew or some of them would live to tell the tale?—It is possible.

1493. Is it not more than possible? Why assume a jump *per saltum* of a total loss of all hands and nothing between that and a damaged ship going into port?—If a vessel strikes at night in bad weather or anything of that sort she is very likely to go down then and there. There must be a good many derelicts about. Annually we get 250 reports of derelicts passed. Of course some of those may be reports of the same derelict reported by two or three vessels, but there must be a good many about.

1494. But that is not the question so much as the number of collisions—the number of collisions and the damage done to the vessels. It depends upon the size. If the same number of derelicts that you assume to be in the Atlantic were scattered between this and Sandy Hook they would not present a very great danger to navigate that distance?—It depends; at night, if they cannot be seen, it would be a danger.

1495. I am speaking of the chance of collision; if you have an area of 11 million miles, which the Atlantic is, and 20 or 30 very minute specks in it, the actual chance of collision is very small?—It is a very small chance, but so is an iceberg.

1496. But an iceberg is a very much larger thing. We all know that an iceberg may be some five or six miles long; ice covers some five or six thousand square miles at one moment. A derelict is never longer than 300 feet, at the outside?—Quite so.

1497. (*Chairman.*) You said it was your idea that if any action was to be taken with regard to dispersing or destroying derelicts, it should be taken by a man-of-war?—I think so.

1498. Did it occur to you that if a man-of-war were detailed for this service it would necessitate an increase to the Navy of a great deal of expense, and that expense would have to be borne by somebody?—Yes.

1499. Who would bear that expense?—I suppose the country at large.

1500. You do not propose a tax upon the shipping trade?—I do not think that the shipping trade will stand much more taxing of any sort, but I suppose that the Government vessels, the men-of-war, will also be interested in derelicts being dispersed.

1501. (*Mr. Trevor.*) To revert for a moment to the question of insurance, what makes you think that danger from derelicts is a specified item in an insurance, do you know that of your own knowledge?—No, I do not know it.

1502. I mean what was in your mind that made you tell us that you thought it was a special danger which was specified?—I am speaking without book; my idea is that ships are insured for time, and the time rate has been going on for years, and ice was always considered one of the perils; but latterly, attention having been drawn to derelicts, the underwriters ask for a higher premium for this special danger.

1503. Have you not misunderstood my question; it was whether dangers from derelicts were actually specified in the insurance as a special danger?—I do not know whether they are or are not, but I rather think they are.

1504. You told us that ice is not specified?—I think ice is not mentioned.

1505. But you think that derelicts are?—I think they are.

1506. Have you any ground for thinking so except a general impression?—None, except a general impression. I can get the Committee accurate information about this matter.

1507. We shold be sorry to put you to the trouble of coming here again, but it is so important, from my point of view, that I should like to have it actually put on the notes from some one?—I will get the information.

1508. (*Captain Wharton.*) Do you think that if it could be shown that the anxiety about these derelicts had been somewhat overdone, that the underwriters would lower their rates in consequence. That would be a saving to the shipowners, would it not?—I do not think that they would lower their rates.

1509. (*Mr. Trevor.*) But you have stated that they raised them for derelicts?—I do not know that they specially raised them for derelicts.

1510. (*Sir Evan MacGregor.*) The average rate is very low, is it not?—Very low.

1511. Do you happen to know what it amounts to?—For time risk now, it is about 10 guineas premium for ships on time. I can get this information accurately.

1512. (*Sir George Nares.*) 10 guineas for the year?—Yes.

1513. To go where you like?—Yes. I think it is so, but if the Committee wants it I shall get the information from brokers.

1514. With regard to the 250 derelicts that have been reported as passed each year, are you perfectly certain that those are actually vessels either bottom up or right side up, or are they large logs of wood?—I think they are vessels; at least the reports come to us that they are vessels. Of course the masters may be mistaken in their reports.

1515. You are specially interested in British vessels?—Of course.

1516. Have you got any returns as to casualties on British vessels in the last three years?—I could get that. I think most of them are British vessels; there are very few foreign vessels that go across the Atlantic.

1517. But the Board of Trade have given us a return showing that for the same three years as yours, there were only seven casualties to British vessels from striking a floating ship, that is only 2·3 per year; so that would not agree with the 10 or 12 of yours?—Are they all reported to the Board of Trade?

1518. I suppose so. It appears by the Board of Trade return that there were only 103 cases of casualties to British ships in the last three years from striking derelicts or timber?—Yes, that would be 30 a year.

Colonel H. Hozier.

22 May 1894.

1519. 34·3 a year, which is very different to your returns apparently?—But ours is lower.

1520. But yours does not include timber?—No, it does not include timber.

1521. (*Chairman.*) With regard to this matter of insurance, I think it would be almost better to get it direct from the underwriters?—I can give you the names of several prominent underwriters.

The witness withdrew.*

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* The following letter has since been received from Colonel Hozier:—

Lloyd's, E.C., 2nd June 1894.

SIR,

I HAVE the honour to beg that you will be so good as to inform the Chairman and Committee on Floating Derelicts that when certain questions were addressed to me, when I had the pleasure of appearing before that Committee on the 22nd ultimo, concerning insurances with regard to derelicts, at the time I stated to the Committee that, not being an underwriter or marine insurance broker, I was not able to speak authoritatively with regard to these insurances.

From inquiries that I have since made among underwriters, I believe that derelicts are not mentioned in the policies as a special danger to be insured against.

I have, &c.,
(Signed) H. HOZIER,
Secretary.

The Secretary,
Floating Derelicts Committee, Board of Trade, S.W.

Captain E. H. Andrew.

CAPTAIN E. H. ANDREW called and examined.

1522. (*Chairman.*) You are in command of the "Cromdale," are you not?—Yes, the sailing ship "Cromdale."

1523. Where is she running?—Between London and Sydney, direct.

1524. How long have you been in command of her?—Three years.

1525. How many voyages have you made?—Three voyages; one voyage a year.

1526. During those voyages have you come across derelicts?—One, last voyage.

1527. Was that off Madeira?—Yes, off Madeira, on the outward passage.

1528. And that is the only one you recollect having seen at sea?—That is the only one I have seen.

1529. What is the procedure that you follow on arrival at a port with regard to reporting anything you have seen?—If we see any wrecks on the passage out we report it to the newspaper reporters who come on board on the arrival of the ship.

1530. Is that in Australia?—That is in Australia.

1531. And in your own country what do you do?—We make a return to the Custom house.

1532. Will you explain to us what you do with regard to that; do you go to the Custom house?—No; at each agent's office there are forms which we fill in for entering the ship, and there is a little note asking if you have seen any wrecks or wreckage.

1533. What I wanted to ask is this: How do you get that return, does some one bring it to you when you arrive in the harbour?—No, the agents have them at the different offices. For instance, my agents are Messrs. Anderson and Anderson, and they have a number of these forms; we fill them in and take them to the Custom house.

1534. You have no immediate communication with the Custom house?—No, it is left entirely to the agents.

1535. Is that invariably done?—I believe it is always done. I have always given the report in that way. The clerks ask me if I have seen any wreckage, and I say "yes" or "no;" this time I said "no" because I had reported in Sydney, and I presumed that report had been sent home, therefore I did not report this derelict in England.

1536. But your agents are supplied with these Customs forms, which are invariably filled in?—Yes, they are filled in.

1537. (*Mr. Trevor.*) Is there a penalty for not doing it?—I believe so. I think there is. I was inquiring at Lloyds to-day, and they could not find any mention of my report at Sydney, so that I presume it was not reported in England.

1538. Was it an abandoned ship?—It was a ship bottom up.

1539. How far off was she from you?—Close to us.

1540. You did not strike it?—I did not strike it, but went close alongside intentionally.

1541. To look at it?—Yes.

1542. (*Chairman.*) Is wreckage a source of danger?—I think it is a great danger.

1543. If you hit them?—Yes.

1544. And so is a rock a source of danger. Do you think that the number of derelicts that are floating about constitute a danger to navigation?—Some of them do.

1545. On what routes?—For instance, this one was a great danger; it was almost level with the water; you could not see it until close on the top of it. I thought at first it was a dead whale.

1546. But they seem to be very few and far between on that route?—Well, that is the only one that I have seen in 17 years.

1547. (*Sir Evan MacGregor.*) Does your vessel trade to London?—Sydney to London direct.

1548. Have you had any conversation with captains on this subject?—Not many. I spoke to Captain Froud of the Ship Masters' Society.

1549. Have you got anything that you wish to suggest to the Committee?—No, I have nothing in particular. I spoke to Captain Froud about it, and he said you would like to see me on the subject.

1550. (*Sir George Nares.*) Do you get Lloyd's forms put on board your ship before your voyage?—I have got them this voyage, but I have been voyages without having them. I had not them on the first voyage, and I wrote a report on pieces of paper, but I always send a report. They have a new form out this week.

1551. (*Sir Evan MacGregor.*) Is that a new form this week?—Yes, I only heard of it from Captain Froud this week.

1552. (*Sir George Nares.*) And in the new form they ask you to give a return as to the wrecks, derelicts, wreckage, boats, and life buoys that you pass?—Yes.

1553. And the ice met with?—I should never report a life buoy, and I have seen a few of those about—not such a trivial matter as that. I saw a very large buoy last year with a flag staff and a flag; we do not know whether they are telegraph buoys or floating wreckage.

1554. Do all ships get these Lloyd's forms for a certainty before they leave England?—No they do not, I did not have any my first voyage in the "Cromdale."

1555. How do they get these forms?—Lloyd's sent me one in answer to my correspondence when I sent them my report.

1556. Do you take in the "Shipping Gazette"?—No, I do not.

1557. Then all the information that Lloyd's get from the different captains, and which they publish in the "Shipping Gazette," is not always received by the masters of ships?—I should think not.

1558. But if you do not take in the "Shipping Gazette" when you are in England, you do not receive information that other vessels have sighted derelicts?—No, we do not. It is a great advantage to have a list of the derelicts. I do not think that there are any official reports of those derelicts; we do not get notices of them. We get occasional notices of the last icebergs sighted, and that sort of thing.

1559. Do you get the Board of Trade Summary of Notices to Mariners before leaving port?—Always.

1560. In that there is a great deal of information about derelicts, is there not?—I do not remember that there is any information in the summary about derelicts. It is principally the corrections in the lights and that sort of thing. I have seen a notice of ice in the usual

notices, but I do not think I have seen derelicts, at any rate I do not remember that I have.

1561. Do you touch anywhere on your homeward voyage?—No.

1562. Before you leave Sydney is there any office to go to for the last British information as to notices to mariners?—There are the Custom house notices, but we do not get them unless we apply for them. I have never applied for them. I do not know, but I think that we could get them by going to the Custom house.

1563. Unless there was a very special notice of a new danger on your homeward voyage, you would not know of it?—No, we should not.

1564. Do you go round the Horn?—Yes.

1565. Did you know of the recent extra drift of ice northward?—Yes.

1566. How did you obtain that information?—From the newspapers in Sydney. One of the shipowners here telegraphed out to his ships, and his private telegram appeared in the papers, and I marked the position of the ice on my homeward voyage this time.

1567. But there was no machinery for you to obtain that information from the Consulate at Sydney?—No, there is no Consulate at Sydney, but the Board of Trade report is at the Custom house only.

1568. But there is some office which is informed of newly-discovered dangers, is there not?—I do not think so. I do not think that we get any notices out, except such as are referred to in question 1566, but in the two previous voyages my ship was very nearly lost through ice. I tried to telegraph to the West Coast of America, and to the Colonies, to warn the other ships, but I do not think it was done. I went to the Meteorological Society's office, but they would not do it, and I went also to Lloyd's. If we got that information out there it would be very valuable to us.

1569. (*Mr. Trevor.*) In what trade were you before you had command of the "Cromdale"?—I went to and from Sydney. I have been in all trades, and in that trade for the last 13 years.

1570. Do you know anything about the North Atlantic?—I have not been much in the North Atlantic.

1571. During the 17 years that you have been at sea, you have only seen this one derelict off Madeira?—Only one derelict.

1572. And ice I suppose you have seen often?—A large quantity of that.

1573. Do you consider that ice is a greater danger than an occasional derelict?—Very much greater. It would be a great advantage if we could by any means get the list of derelicts before leaving Sydney, or any foreign port.

1574. (*Chairman.*) The Colonial Board of Trade have taken no step in that direction?—No steps whatever.

1575. (*Sir Evan MacGregor.*) I think you said it is a great advantage to have a list of derelicts?—Yes.

1576. What would you propose to do with it?—I would look out anywhere that I should be likely to come near a derelict, and I should keep a sharper look-out. I had a list last voyage from the "Journal of Commerce of Liverpool," which they published, and I found myself close to the position of one as given by them, but I did not see their derelict.

1577. You did not expect to see it, did you?—I thought it quite possible.

1578. (*Captain Wharton.*) Did you expect to see it?—When approaching within 100 miles of the last reported position of a derelict I keep a very sharp look-out, and we warn the men to keep an extra look-out when near the position of any derelict lately seen.

1579. (*Chairman.*) You would not alter your course for that, would you?—No.

1580. (*Mr. Trevor.*) How many days do you take for a voyage from Sydney?—Eighty-nine days on an average.

1581. Any derelict that you are looking after must be reported before you start from Sydney?—Yes.

1582. Therefore when you are half-way it would be, say, 50 days since the derelict was seen?—Yes.

1583. We have it in evidence that the average life of a derelict is from 20 to 30 days; what danger would there be in that case?—There is no danger in that case.

1584. There is not much danger?—No. I think some of the derelicts will last a very long time, that are timber-laden.

1585. (*Sir George Nares.*) In clearing your papers at Sydney, you clear them at the Custom house, I suppose?—Yes, at the Custom house.

1586. There are notices to mariners put up there, but I suppose you have not seen them?—I never read those.

1587. You have not had your attention drawn to them?—If we had the latest notices on board the ship, when we take the articles from the Custom House, then I think they would be of great benefit to us. I do not know whether the great dangers are telegraphed out to the colonies; for instance two years ago I was the first ship in the ice, and I reported it 100 miles long, and if they had telegraphed that out it would have been a great warning to other ships.

1588. (*Chairman.*) You are referring now to ice?—To ice.

1589. You would not have thought it worth while, in the case of that derelict at Madeira, to have sent out* a warning?—I think not; she might have gone down. I suppose it was only the air in the bilge that was keeping her up.

* The following note has since been received from Capt. Andrew:—"Words 'sent out' not understood, but I think word might have been sent to England when this danger was reported at Sydney, warning both steam and sail—more especially as she was in the fine weather region."

(The witness withdrew.)

Mr. Samuel Bullock recalled and further examined.

Mr. S. Bullock.

1590. (*Chairman.*) We have been informed that the Board of Trade gives a fee for the collection of information from vessels arriving, with regard to dangers at sea?—Not with regard to dangers, but casualties.

1591. Will you tell us what the general practice is?—Under section 432 of the Merchant Shipping Act it is the duty of the principal officer of Customs to make a preliminary inquiry in every case of a casualty to a British ship.

1592. How does he hear of it?—In his position as chief officer of the port where the vessel enters.

1593. Must he hear of it?—Not necessarily, but as a matter of fact he does. The officer of Customs is paid for his work out of the Mercantile Marine Fund; but besides this, there is a deposition taken by the same officer in his capacity as Receiver of Wreck whenever a vessel is in distress on the coast of the United Kingdom. That deposition is taken under section 448 of the Merchant Shipping Act, and a copy is sent to Lloyds, and a fee is charged to the property and paid into the Mercantile Marine Fund.

1594. Is the officer paid for making the report?—Yes; the officer is paid on a sliding scale, from 10*s.* to 4*s.*, according to the time within which the report of the casualty is taken.

1595. What is a casualty?—Something happening to a ship by which she might have sustained damage.

1596. (*Captain Wharton.*) Would a collision with a derelict from which no damage resulted be considered a casualty?—Certainly.

1597. (*Chairman.*) Mr. Macdona, M.P., writes to the Committee, under date of the 21st May, as follows:—"Will you please state to the Committee to-morrow "that on April 6th, 1894, Captain Lloyd and his crew "(20 men) of the S.S. 'Isle of Bardsey" came to the "Sailors' Home, Well Street and Dock Street, "London, E., their ship having foundered in the Bay "of Biscay after colliding with a floating derelict. "These men were forwarded to their homes in Wales "next day. The registered owner of the 'Isle of "'Bardsey' is J. T. Williams, 35, Queen's Buildings, "Dale Street, Liverpool." Have you heard of the loss

Mr. S. Bullock.
22 May 1894.

of this ship?—I have; but I find that the loss was caused by her striking a rock about three miles east of Tarifa Point on the morning of the 29th March last. An inquiry was held at Liverpool on the 24th to the 26th April before the deputy stipendiary magistrate, assisted by Commander Bragg, R.N.R., and Captain Erskine, nautical assessors. The court found that the loss of the vessel was caused through the master's not having correctly ascertained the exact position of the vessel before altering the course to west by north. The court found him in default, but in consideration of the excellent character given to him by the managing owner suspended his certificate as master for a period of three months only. The court were asked, "What did the ship strike and what was her position at the time?" and they replied, "that the vessel struck one of the rocks in the vicinity of Acebuche Point."

The witness handed in a copy of the report of the inquiry.*

* *See* Appendix F., p. 112.

The witness withdrew.

Adjourned to Friday the 8th June at 12 o'clock.

SEVENTH DAY.

At the Office of the Board of Trade, Friday, 8th June 1894.

PRESENT:

REAR-ADMIRAL LORD WALTER KERR IN THE CHAIR.

Sir COURTENAY BOYLE, K.C.B.
Sir EVAN MACGREGOR, K.C.B.
Sir GEORGE NARES, K.C.B., F.R.S.
C. CECIL TREVOR, Esq., C.B.
Captain W. J. L. WHARTON, R.N., F.R.S.

J. WADDON MARTYN, Esq., *Secretary.*

Mr. THOMAS HENRY ISMAY called and examined.

Mr. T. H. Ismay
8 June 1894.

1598. (*Chairman.*) You have prepared a statement of the views you wish to lay before the Committee, have you not?—Yes.

1599. Perhaps it would save time if you were to read it?—I thought probably you would examine me upon it.

1600. We shall ask you questions upon it as the other members of the Committee have not seen it?—Then perhaps I had better read it. I hold the position of chairman of the Oceanic Steam Navigation Company, Limited, the owners of the "White Star" line. The managers are the firm of Ismay, Imrie, & Co. I have been connected with the North Atlantic passenger trade for about 35 years, and have crossed the Atlantic many times. I have also made other voyages, including one round Cape Horn. The White Star line of steamships between Liverpool and New York has been running since 1871. We have steamers in that line for the carriage of passengers, mails, and cargo. We also have steamers running between the same ports specially built for the carriage of live stock and cargo. All our steamships have been built with a special view to safety, and are divided into watertight compartments with strong bulkheads. With a view to greater safety both our passenger and mail steamers, and our live stock and cargo steamers, take certain specified routes according to the season of the year. I produce the book of regulations for the navigation of the Company's steamships issued to the commanders, and refer to Articles numbers 19 and 25 which I can read.

1601. (*Captain Wharton.*) Have you got that?—Yes. Article 19 is on "Navigation. Responsibility of commanders. The commanders must distinctly understand that the issue of these regulations does not, in any way, relieve them from entire responsibility for the safe and efficient navigation of their respective vessels; and they are also enjoined to remember that they must run no risk which might, by any possibility, result in accident to their ships. It is to be hoped that they will ever bear in mind that the safety of the lives and property entrusted to their care is the ruling principle that should govern them in the navigation of their vessels, and that no supposed gain in expedition, or saving of time on the voyage is to be purchased at the risk of accident. The company desires to maintain for its vessels a reputation for safety, and only looks for such speed on the various voyages as is consistent with safe and prudent navigation." Then we come to article 25, that refers to tracks which have been agreed upon by the various mails and other lines.

1602. They are the ordinary tracks?—They are the ordinary tracks; perhaps I need not read those.

1603. No, you need not?—The White Star Line pay their commanders and officers the highest wages paid in the British Mercantile Marine Service, and in addition we give to commanders and officers each year a bonus conditionally on their having throughout the year navigated their vessels without accident. Our vessels and freights are entirely uninsured, and we take large risks upon cargo carried by our vessels, and insure the cattle carried homewards from loss however occasioned. The question of floating derelicts is one peculiarly important to owners of steamships navigating the North Atlantic Ocean, and consequently has been of great interest to me, and I have obtained the views of commanders in our service. I am also aware that the International Marine Conference held at Washington in the year 1889 passed a resolution on the subject of derelicts and wrecks in the Atlantic Ocean, although more particularly dealing with derelicts west of a line drawn from the Bermuda Islands to Cape Race. The subject has also been discussed before the Houses of Congress in America, and on the 31st October 1893 authority was given to the President of the United States to make with the several Governments interested in the navigation of the North Atlantic Ocean an International agreement providing for the reporting, marking, and removal of dangerous wrecks, derelicts, and other menaces to navigation in the North Atlantic Ocean outside the coast waters of the respective countries bordering thereon. I have not been able to ascertain that anything has been done on this resolution. The subject of derelicts in the North Atlantic has received more attention in America than with us. The Hydrographic Office, which is a branch

of the Naval Office, has for some years published monthly hydrographic charts of the Atlantic showing the position of all derelicts reported to be afloat. I produce and will, if so desired, leave with the Committee, a pamphlet published by the Hydrographic Office of the United States containing full and valuable information.

1604. (*Chairman.*) Those we have already got?—It deals first with wrecks and derelicts in the North Atlantic Ocean from 1887 to 1893 inclusive. It deals with the number of reports received of wrecks and derelicts over a period of years, and shows that in the year 1893 no less than 732 reports of derelicts in the North Atlantic were made; secondly, it shows that the region of the ocean where derelicts are most common is in the Gulf Stream off the United States to the north of latitude, 30° north, and to the west of longitude, 60° west; thirdly, the average time a derelict is afloat is found to be about 30 days, but in the case of the schooner "Fannie E. Wolston" she was abandoned on 15th October 1891 and was last seen on 20th February 1894, so that she had been a derelict 850 days and during that time had drifted about 7,025 miles.

1605. (*Mr. Trevor.*) This is a very exceptional case, is it not?—Yes. She is still supposed to be afloat. There are other instances showing derelicts known to be afloat 206, 536, 551, 310, 370, 347, 367 days and so on. Fourthly, it shows that from 1890 to 1893 inclusive 316 unidentified derelicts were noticed floating bottom up, an average of 80 annually and equal to 30 per cent. of the 230 reported, but unidentified, derelicts annually afloat in that period of four years; a number sufficiently large to prove the dangerous number of derelict vessels and to call for their prompt removal. I also refer to pages 15 and 25 of the reports of collisions of various vessels with derelicts, showing that from February 1887 to May 1893, 10 vessels were known to have been totally lost and 51 more or less injured. I also refer to the account given on pages 17 and 18 of what has been accomplished by the United States Government in destroying derelicts. During 1887 to 1893 inclusive, 73 were destroyed, of which 72 were by fire and one by torpedoes or ramming. I also refer to pages 16 and 17 showing the number of derelicts towed into port, 26 in the year 1893. The commanders in our service regard derelict wrecks as a serious source of danger to the Mercantile Marine and the travelling public, and the data given in the pamphlet bears this out. We endeavour to reduce the danger from this source as far as possible. All the commanders of our steamers are regularly supplied with the charts of the Atlantic issued by the Hydrographic Department of the United States Service showing the position of derelicts. In addition we cable the positions of any derelicts reported in or near the track, and not shown on the charts, of which we think our commanders may not be aware, and also advise the other mail and passenger lines. I consider a floating derelict carrying no lights and giving no warning of her presence is a most serious danger. This is especially the case if the wreck is awash or almost awash. In darkness you can have absolutely no warning of its presence. The twin screw steamship "Naronic" belonged to the White Star Line of live stock and cargo steamers between Liverpool and New York. She was built at Belfast by Messrs. Harland and Wolff in the year 1892, and was in my opinion one of the finest and safest steamships ever built. She was a twin screw steamer of 4,222 tons register, divided into 10 watertight compartments separated by strong bulkheads going up to the main deck and constructed according to the recommendations of the Bulkheads Committee. She was built in excess of Lloyd's requirements. Her cargo was a perfectly safe one, and stowed in the most satisfactory manner under our own supervision and by experienced men regularly employed by us for loading these steamers, and who do nothing else. She left Liverpool in perfect condition for New York, but was never heard of again, though some of her lifeboats were seen and one picked up. Any two of her largest cargo compartments could be open to the sea, and it would not materially affect her floating power, or bring her down to the load line fixed by the Board of Trade. Even with her engine and boiler compartments in addition open to the sea, she would have a large surplus buoyancy. Her loss has been the subject of great consideration with me, and without being able positively to say that she was lost through collision with a derelict which ripped open a number of her compartments as it passed along her side, I have little doubt that was the cause. From the position in which one certainly, and it is believed two, of her lifeboats were seen, we think we have been able approximately to fix the place where the catastrophe, whatever it was, occurred. I have a chart showing the probable position marked on the company's track, and also showing the position of reported derelicts, &c. It is out of the ice region at that season of the year.

1606. (*Captain Wharton.*) Have you got that?—Yes (*handing in the same*). Shall I proceed?

1607. (*Chairman.*) If you please?—I do not think it was a collision with another vessel being navigated. The loss of no such other vessel was reported. The reports of other vessels did not show that there had been any rough weather in that part of the Atlantic at the time. There are five large and powerful steamers, the "Apollo," the "Horn Head," the "De Ruyter," the "Alvo," and the "Naronic," all missing on the North Atlantic Ocean in one year. No definite cause can be stated for their loss. Such a thing has never occurred on any other ocean. It is, in my view, extremely desirable that steps should be taken to remove or destroy the floating derelicts in the North Atlantic. I produce cuttings from the "Liverpool Journal of Commerce" of the 3rd April, 1st May, and 2nd June, stating the position of a number of derelict wrecks, and I also produce a chart upon which I have had the stated positions of these wrecks marked. Several of these are on or near the recognised steam tracks agreed and adopted by nearly all the large mail and passenger steamship companies, both foreign and British, to or from North America. The position of these courses is shown on the Hydrographic Chart printed in the pamphlet I have produced. The so-called tramp steamers I understand also follow these courses to a large extent. These courses are spread over a comparatively small part of the ocean, and it is in this area that floating derelicts are likely to be most dangerous, and it is most important to have them removed or destroyed. It is no doubt impossible entirely to remove or destroy these wrecks, but it may, I think, be accomplished to a considerable extent, at any rate in those parts of the Atlantic Ocean where they are most frequent, and which are the parts most used for traffic. The number of passenger, mail, and cargo steamers from ports in the United Kingdom and from European ports by way of the English Channel to the northern ports of the United States is very great, and the number of lives and value of cargo enormous. The number of passengers carried across the North Atlantic Ocean is far in excess of that in any other part of the world. This is by far the most frequented portion of the Atlantic Ocean, or of any ocean of the world, and calls for special treatment. An immense number of timber-laden vessels cross it, and these are to a large extent old wooden vessels under foreign flags. They provide a large proportion of the derelicts which are of the most dangerous class being likely to keep afloat longer than iron vessels or other cargoes. With the aid of the Hydrographic Charts, and the reports which are made of floating derelicts having been seen, I consider it is feasible for one of Her Majesty's vessels, periodically told off for the purpose, to find, at any rate, a considerable portion of the derelicts, and either to remove or destroy them. For this purpose a vessel carrying a considerable amount of sail as well as auxiliary steam power would be able to remain at sea very much longer, and at very much less expense, than a steamer. The wreckage of a broken-up derelict vessel would not, in my opinion, be so great a danger, as a passing steamship would almost invariably throw it off without injury; but a case came under my knowledge a short time ago where a steamer had sustained some damage owing to floating wreckage which broke a port covered by an iron dummy, damaging to a considerable extent mails and passengers' baggage.

1608. (*Mr. Trevor.*) Is that the case mentioned by Captain Parsell, of the "Majestic," who gave evidence here?—Yes. I feel so strongly about the desirability of some action being taken that, speaking on behalf of the White Star Line, they would be willing to contribute a sum of money to this end. It may be mentioned that in the event of any derelict being towed in, considerable salvage would accrue to the Government. It may have been noticed that recently the "Fürst Bismarck," of the Hamburg-American Steam Packet Company, collided with a French barque, and although the latter was perfectly seaworthy the crew abandoned her. The commander of the "Fürst Bismarck" put a crew on board himself to take her in, otherwise she would have been left a derelict of a very dangerous type. Some of our own steamers have come across vessels of a

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similar nature, and in two cases have taken same into port; in one case put a crew on board, and in another set fire to the ship. In my opinion, merchant captains are only justified in destroying abandoned ships which cannot be salved, for if they destroyed any seaworthy derelict it might raise a question with the underwriters. Derelicts are much more dangerous than ice, being more distributed, while ice can be felt and seen even in a fog. That is practically the result of such experience as I have been able to gain. I should be glad, as far as I am able, to answer any questions that the Committee may think necessary to put to me.

1609. (*Chairman.*) As far as I can see, your proposal to get over the danger, or to modify the danger, is to have a vessel cruising in the supposed neighbourhood where derelicts are most frequently found, for the purpose of destroying them?—Yes.

1610. You have no other suggestions for removing it?—Not beyond what I have said.

1611. You are for the destruction or dispersion of the derelict?—Or towing it into port where practicable. A good deal would depend upon the position in which a derelict was seen. If it was convenient to tow it into Halifax, or some of the ports close to there, that should be done.

1612. Did you tell us where the derelict vessels most abound?—Yes; I said that the region of the ocean where derelicts are most common was in the Gulf Stream, off the United States, to the north of latitude 30° N. and to the west of longitude 60° W.

1613. Those are practically the home waters of the United States?—Yes.

1614. But I think you stated that the United States Government were already taking considerable steps in the destruction and dispersion of vessels there?—Yes.

1615. So far your proposal is that we should also work derelicts in that neighbourhood?—My view would be that important Governments, such as Great Britain and the United States, working in conjunction with the Germans and French, for they have a large number of vessels trading also, ought to act in unison; that if the United States take a certain portion of the ocean, there is no reason why Great Britain and the others should not take other portions.

1616. But you propose that operations should be confined to this part shown on the chart?—Yes, more particularly, unless a derelict was reported elsewhere. The more you can fix them, the more likely you are to find them. Have you got a chart?

1617. We have got the American chart.—Yes, that is it.

1618. This chart seems to have created the present attention to the subject of derelicts. Until this no attempt was made, and I do not think that people referred to it, did they?—Yes, long before that attempt was made. We have been in the habit of cabling for years.

1619. Anything seen do you mean?—Yes, anything seen, long before that.

1620. You mean from the other side, or from this?—Wherever there was a derelict we reported it: our instructions were to report derelicts at once. We exchanged with the Cunard and American line. Here is one of our ordinary track charts, which one of the shore captains has made out, showing the tracks taken by the steamers, and showing the derelicts, those which are bottom up, and those which are floating upright.

1621. You have no case of any of your officers striking derelicts actually, have you?—No, except the feeling is very strong that the "Naronic" must have struck a sunken wreck.

1622. That is a matter of opinion?—Quite a matter of opinion.

1623. Giving my own opinion from a seaman's point of view, I cannot believe that a vessel so strongly built, that so good a ship as the "Naronic" could have ever been totally destroyed by striking a derelict; because if the derelict had been of sufficient size and weight to have inflicted serious damage, such as caused the sinking of the "Naronic," she would I feel quite sure have brought her up before penetrating into her; in most cases the penetration by the colliding ship has been to a very limited extent, and seldom beyond the collision bulkhead?—Of course I am not a sailor, and I am merely speaking from a layman's point of view, but with some experience of seafaring matters, and my own opinion is in your direction. But then comes the question, what has become of the "Naronic"? and our marine superintendent, and the others are clearly of opinion that it could be nothing else.

1624. Is it perfectly certain that it was not ice?—Yes, there was no ice at that time of the year—none reported. I think I can answer that; if she struck ice, being a steel ship, she would only crush her bows in.

1625. Yes, crush her bows in?—I should not be afraid of going on board that ship steaming at the rate of 12 or 13 knots, because, if she struck an iceberg, being steel, she would simply crush back—it is not like iron—it bends.

1626. But your argument would also hold good with a derelict?—Except that in the one case you are striking a substance solidly; the other you do not know what it might be—it might be a mast, or something that might bump her, because we cannot get away from the fact that the ship has disappeared, and it is inexplicable to our minds why she disappeared. What makes one still more uneasy is that it may happen to one of the passenger steamers if it happened to her.

1627. (*Captain Wharton.*) You say that there was no ice reported, and I see that in the report that you have sent in here, which is a copy of the American Chart, you have not shown a large mass of ice which is shown on the American Chart as being there on the 20th February, a little north of the track followed by steam vessels?—A little north—how far north?

1628. About 150 miles?—We would never be there. The ship could not possibly be in that position.

1629. If ice which covers, according to the reports, 150 miles north and south is marked upon the chart, is it not extremely probable that there were stray bergs or even large masses further south?—I think that if they were they would have been reported. You must bear in mind that these vessels' tracks keep very close together, so close that the "Majestic" and "Paris" were supposed to be racing.

1630. Would not the fact that the vessels keep as closely as they can to this track for their mutual safety explain how a large iceberg drifting from north to south (which they all do in that latitude) would very likely escape notice, because it would cross that track more or less at right angles; if they kept close the vessels might not see it in the eight or nine hours of daylight, and it would not be reported; if the vessels went as they used to do, spread all over the Atlantic, I should agree that a stray berg would not escape notice?—"The track taken from the 15th of January to the 14th of July, both days inclusive, "from the Fastnet is Great Circle Course, but nothing "south, to cross the meridian of 49 degrees W. in "latitude 42 degrees, 30 north."

1631. This is the chart that you have copied, but you have left the ice out?—I do not know for what reason they have left it out.

1632. I put a cross at the corner of it. You suppose she had been there on the 20th?—Yes.

1633. There is the ice on the 20th to which my questions refer (*pointing to the map*). There is that large mass of ice on the 20th?—I do not think it can possibly be. It is reported *here* on the 22nd of February, and we are supposed to be *here* on the 20th of February (*pointing*). Of course I could not say that it is impossible for a berg not to have drifted, but it is exceedingly improbable that even if we had struck a berg that it would have been of a fatal character.

1634. Will you explain why it is improbable that a berg should be there. You do not imagine that those little dots in that chart represent the exact shape or size of the great ice floe. I am going upon the probabilities as a sailor. If you see a large mass of ice my experience is that there may be a great deal more drifting?—I was crossing in the "Oceanic" with Sir Digby Murray (professional member of your Marine Department) in March 1871, and I think we saw considerably over 50 bergs all clustered together, as it were; but after we got rid of this cluster we did not come across any other; and, as far as my memory serves me, there were not any reported.

1635. You do not mean to say it is a universal rule that they stick together for a thousand miles?—No, I am

only speaking from watching them for a good many years. I think that it is exceeding improbable that a berg would be 120 miles from other bergs at that time of the year.

1636. I am not assuming that there was only one berg that managed to keep 120 miles in advance of the main pack, but that the fact of ice reported there shows that there is a great deal of ice in every direction?—Not south of this.

1637. Why not?—Because it is not reported. You must bear in mind that there are dozens and scores of ships traversing that circle.

1638. What do you imagine became of that ice mass marked there on the chart? It is marked as seen on the 20th February. Do you take it from that that on the 21st it all disappeared?—I take it that it had gradually drifted southward.

1639. But that is not reported on the chart; its position further south is not mentioned?—The chart only represents one month. If you get the succeeding chart it might show it.

1640. Do you think that you are right in saying that there is no ice reported at that period of the year, when there is a great mass of ice shown?—I believe I am strictly accurate, as far as one can be in a matter of supposition, in saying that there was no ice in that locality on that date.

1641. That is simply your opinion?—That is all—I cannot go beyond it.

1642. And you attach no weight to a very large ice-floe within 120 miles off?—None at all as affecting the "Naronic."

1643. You would sooner assume a small derelict—a speck in the ocean—of which you know nothing, and that a collision with that derelict was sufficient to destroy your specially carefully constructed ship, than that it might have been done by a very large berg, on which that ship would have gone at full speed, probably 12 to 13 knots, and so was lost?—My own feeling is that the probabilities are that the sunken wreck was the more likely to cause fatal injury than a collision with an iceberg. I have come across ice in a fog at night; and knowing that when they come across it at a certain longitude they are fully alive to its probable presence, and they keep a special look-out in every way; and I think that the probabilities are distinctly more towards a sunken wreck than to ice, even supposing ice was reported.

1644. (*Chairman.*) Of course you admit the possibility of collision, or of some accident on board; and I go further, and ask: Are you perfectly satisfied of the ship's stability in bad weather with a heavy lurch?—Perfectly.

1645. The lifeboats were seen?—Yes.

1646.—Can you tell me where they were stowed; were they hooked on the davits?—Yes.

1647. It is curious that they should become disconnected?—The supposition is that the boats have been occupied.

1648. One was actually found?—One was actually found, and the position of the gear was such as to indicate that it had been occupied. I forget exactly how it was now, but it indicated that it had been occupied.

1649. Of course you remember the case of the "Oregon"?—Yes.

1650. That was a case of collision, and very little was known of the vessel that did it; she was never identified as far as I know.—I think it was supposed to be one of those coming up there with coal.

1651. It was a small vessel; the survivors reported that she hit her twice?—The "Oregon" was in close proximity to New York. Where the "Naronic's" boats were found was a considerable distance off, 800 or 900 miles.

1652. The object of my question is that it might have been a collision, and yet that there should be no confirmatory evidence forthcoming, that is one of the possibilities, is it not?—I may take too high a view of the structure of the "Naronic;" but as I said if you were to ask me for a safe vessel for someone who was nervous, I should say: "Go in one of those boats; they "have no passengers; and in case of an accident you "have got to deal with sailor people, not like a large "passenger ship where the people might get into a "panic." My three sons have all come over in the cattle boats, in fact the eldest was homeward bound in one, and was in the position where the other ship was at any rate, bound; I hope to make voyage in one of the cattle boats myself.

1653. I do not think that anyone would question the excellence of the White Star vessels. A good deal of pressure has been brought to bear to increase the present mode of reporting what has been seen, and the complaint has been made, that on this side we do so much less than they do on the other side of the Atlantic, and that there they have got the United States Hydrographer's charts; presumably they think that something of the same sort should be done here. Do you advocate that?—I think it would be almost doing the work twice over.

1654. What I want to bring out is this: do you attach much value to what appears in that chart?—Our commanders do attach value to them.

1655. I can quite understand it with regard to the ice because that is a slow moving body, and its course is pretty well explained; but as far as regards derelicts this chart shows derelicts reported in the last three months, during which time they must have very largely moved from their position, and not only that, but by their own showing a great number of them must have gone down. Now, given that chart with these derelicts, do you think that it would influence the captains in any way. I am not calling in question that it may be a very good thing; but, as a practical man, I ask you whether you see any great value in it?—Of course I am not a commander, and I can scarcely enter into the feelings of a commander. It is more for the commanders of those vessels to state; but we as owners certainly attach some importance to it, and take trouble and incur expense, and do all we know to inform them of it. How far it is of practical utility is a matter which it is difficult to find out.

1656. But it does not result, and you do not wish it to result, in any alteration of course, or tracks, because a vessel has been seen in a certain place on a certain day?—Of course, if a derelict is reported in a certain latitude and longitude on a certain day, the steamer or sailing ship, whatever it may be, must get to port, and that fact has to be cabled over; say she is going to America, and the steamer that is leaving here has to get over so that practically before the time she gets there you must naturally conclude that the derelict has moved off, away from the track.

1657. You have stated in one place that you thought that the dispersed wreckage would do very much less harm than the derelict intact?—Yes.

1658. I think it is only right to say that that is a matter which is considerably questioned?—Quite.

1659. And so much so that as things stand at present with timber-laden vessels, we consider it best policy to leave them alone?—Timber-laden vessels are very dangerous.

1660. They are dangerous so far as a derelict is capable of injuring?—They are chiefly under the foreign flag. An iron vessel, if she is laden with grain or the ordinary merchandise, very soon goes to destruction. It is those timber-laden ships that we dread most.

1661. (*Sir Evan MacGregor.*) I think you said you look upon the danger of derelicts as much greater than ice?—Yes.

1662. That is not in accordance with the evidence we have generally received from captains?—I can only give you my experience, and you must take it for what it is worth as against others. Of course that is a matter that is constantly in my mind; though I am no longer a member of the firm I still take the greatest possible interest in it. But I certainly think there is less danger from ice than from derelicts. The "Arizona" that struck an iceberg nearly broke in her bows, and generally there are two or three small compartments in the bows of a ship that act in the direction of safety.

1663. An officer of large experience was asked as to the relative danger, and he put it down that the ice was one thousand times more dangerous than the derelicts?—Was he a seaman in the North Atlantic?

1664. Yes; of course it is a matter of opinion?—Of course; no danger to me is so serious as an unknown danger. Within a certain latitude and longitude at certain times of the year you may fairly assume that

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there is ice. I know that later ice drifts to the southward and becomes detached, and you might meet a solitary berg drifting away; but there is a chance of seeing that berg, it may be day light. Even at night, either by moon or starlight you may have a chance; and then we are told—I do not attach much importance to that—that the atmosphere indicates its presence.

1665. (*Chairman.*) That is rather a question?—I do not attach much importance to it.

1666. (*Captain Wharton.*) But you said definitely in what you read that ice could be seen and felt, so that perhaps it would be well that it should go on the notes that you do not attach much importance to that statement?—I said that it could be seen.

1667. "And felt." You said, "ice can be felt and seen even in a fog." That is a definite statement?—Yes, it may be seen in a fog and it can be felt by the change of temperature when you get sufficiently near. It is a question of degree I think.

1668. (*Sir Evan MacGregor.*) As a matter of fact there is a very great immunity from loss of life considering the number of vessels crossing the Atlantic, is there not?—Yes, but we still hope to reduce that.

1669. And you think that one cruising vessel that you suggest would have that effect?—Well of course it is difficult to assess the value of it, but you have had some practical experience of it. I feel keenly the responsibilities of those large vessels going away with probably 1,500 souls on board; and we personally would willingly contribute towards a fund with that object.

1670. Do you think that the other companies would be disposed to do that?—Well, I cannot answer for them. We would. The bulk of the people insure their ships.

1671. (*Sir George Nares.*) Do you know what is done near our own coasts in the way of removing the wrecks and derelicts?—No, I do not. You must have been doing good by stealth, because I have not heard very much about it.

1672. Have you ever heard of any derelict near our coasts for the last 20 years causing damage?—No I could not say, not to my recollection.

1673. Do you know that the Lighthouse Boards are telegraphed to immediately a wreck is reported, and that they search for it within 100 miles?—What machinery have the Lighthouse Boards for doing that? Excuse me for asking, but it is merely for information.

1674. By tenders. We have a return from the Trinity House for instance; they have gone as far as 150 miles off the coast; and occasionally men-of-war have been sent to search for a special ship at longer distances?—That I am aware of.

1675. If Great Britain removes all these dangers within a certain distance of her own coasts, do you think if the United States also systematically went to work in the same direction and removed the derelicts within say 100 miles, that that would remove a great many of the derelicts which are floating about the Atlantic?—Having regard to the extent of the mercantile marine of Great Britain, I feel that I should like to see her have a more active part in it. I should not like to see it taken up by any other nation.

1676. Would you propose that a British vessel should be sent to patrol the United States' coasts within 100 miles say?—No, I think that would be a matter for arrangement with the Government of the United States. I do not think that there would be any difficulty on the part of the United States in meeting that. Nearly all Americans travel sooner or later to Europe, and they get more or less interested in shipping matters, the dangers or otherwise of the journey; consequently they are more alive to it than we are. We generally go for a holiday to the continent, but they come to Europe.

1677. Do not those charts which are published by the United States only show that the derelicts emanate from near their own coasts, and they are within about 100 miles of their own coasts and drawn out to the Atlantic by the gulf stream?—999 out of 1,000 commence their voyage either from Canada or the United States, but I should think principally from the Canadian ports.

1678. Do the United States' charts show that they come more from Canada than from the United States' ports, because I read it otherwise?—No, I am taking it on account of the timber ships, chiefly from St. John's and the lower ports.

1679. Is not that supposition, do the charts show it?—The charts do not show the port of departure of any of the derelicts, the charts merely show that they are found there.

1680. As to the "Naronic," have you been able to trace any known derelict anywhere near her position at about that time when she was lost in February?—I think that the chart which I put in shows that there are one or two derelicts marked.

1681. Then they must be others than those shown on the American charts, because the United States gives us nothing about the time of February 21; there has been no report from the United States of any derelict anywhere near there throughout February that I can trace?—There is a vessel reported March 20th.

1682. That is a month after the "Naronic" was lost?—But then she may have been there—I mean it does not follow that she was not afloat previous to that day.

1683. (*Captain Wharton.*) You cannot tell?—No, I cannot tell.

1684. (*Sir George Nares.*) If the Government undertook any duty in connection with searching for derelicts, beyond what they at present do, sending a special vessel for a special derelict or to search generally for derelicts near our own coasts, the service would have to be a continuous one?—It ought to be.

1685. The life of the derelict being only on an average about one month, when that month has passed as they are removed others will occur or may be expected to occur?—Or may be expected to occur. There is a certain average number afloat, and unfortunately as they disappear their places are supplied by others.

1686. In your opinion how many vessels would have to be sent out to search, even adopting your route between Great Britain and New York?—If the United States Government continue their policy of sending vessels out to cruise within a certain number of miles off their coast, and if we send out a vessel, we can make an experiment and see the result of it. It is all more or less speculation as to what will be the practical result.

1687. But still as the advisers of the Government, this committee must see whether there is a chance of being able to do any good. You will agree to that?—Yes, except that the probable advantages to my mind would justify the expenditure that would have to be incurred.

1688. In that direction I would ask what is the range that we can see those derelicts bottom up from a vessel?—I think the range unfortunately is very small.

1689. Therefore a vessel even with a man at the masthead can only command a certain area on each side of her as she is steaming along?—Perhaps before the vessels get to that state that they are bottom up, they might be discovered when floating right side up.

1690. I will take it in regard to looking for a vessel that is only just wrecked, even then I suppose we can only command a view of five or six miles on each side?—Yes, or perhaps further.

1691. That is such limited range of ocean that it would surely require more than one vessel to be cruising about, if anybody undertakes it at all I mean?—You are one of the conservators of the Mersey are you not?

1692. I am a professional officer of the Board of Trade?—Well, there was a great pressure brought to bear to get the bar deepened in the Mersey, and it was only after pressure that they made it, and now it is navigable for ships of moderate draught at any time of the tide.

1693. That was an engineering question, surely that was thought out by capable engineers?—No, the engineering element was decidedly against it, and it was the laymen who put it forward, and I was trying to show that the laymen, although perhaps not always right, are entitled to have their way in this case, because the cost is so small.

1694. But the laymen might tell us how many vessels they want, to carry out this searching?—Give us an experimental ship, and let us see what results follow from that experimental ship.

1695. An experimental ship to traverse the Atlantic must be a vessel about as capable as one of yours for keeping the sea. You say that she could be sailing and

save steam that way; but must she not search on a direct line, and if so to keep on that direct line must not she be a steamer?—To keep on that direct line she must be a steamer, but with a view of economy we thought of that auxiliary power, partly sail and partly steam.

1696. Can a vessel when steaming to the westward in the Atlantic with auxiliary power keep her required position?—Perhaps not.

1697. (*Chairman.*) And must she not also be capable of towing for considerable distances?—Yes, under certain conditions, certainly.

1698. She must have power and coal capacity?—Considerable coal endurance she must have, but then she need not necessarily be steaming full speed constantly. When in the locality she would be half boiler power.

1699. (*Sir George Nares.*) Taking your steamers that are keeping to the actual line, can you give us how many derelicts have been seen by one of your ships in a dozen or 20 voyages?—They may go 20 or more voyages and never see one.

1700. Would not that most probably happen to this vessel that was sent out to search if she is to stick to the line?—Except that she would be going to find that which the others wish to avoid. It would be a case of seeking and trying to find what the others would wish to avoid.

1701. But they are keeping a look out, and they are subject to your special telegraph to tell them that there is a derelict?—Except this, that if one of the liners saw this vessel, and reported passing a derelict in a certain position, that vessel would go to seek for the derelict.

1702. (*Chairman.*) But you have got to get the information to this ship?—Yes.

1703. (*Sir George Nares.*) Are we to take it that it is a very rare thing for any of your captains to sight a derelict in crossing the Atlantic, and that, in fact, would be the same as the evidence that we have had from one of the captains of the White Star Line?—It is the exception.

1704. It is the exception?—Yes, fortunately so, too. The area is considerable, although you keep on certain routes.

1705. (*Mr. Trevor.*) As to the value placed by laymen on this United States' Pilot Chart, your view is that it gives you very valuable information?—My view is that it gives useful information.

1706. Useful information. Would you be surprised to know that a very efficient captain has told us in evidence that he never deviated one inch out of his course, although he had been informed that the derelict reported was in his near neighbourhood, and by his calculation he knew where it would be at one time. The question is 827: "Do you think that any captain "would turn an inch out of his way on account of "what was on those charts?—I do not believe that "they would." Again, in question 831; "But you "never have made practical use of the chart in the way "of turning one inch out of the way, and you cannot "increase the look out?—I have never altered the "course of the 'Majestic;' and I do not believe "that anybody else has deviated from their course on "account of the chart." There is the opinion of one of the most efficient captains of the most efficient line of steamships going across the Atlantic. Do you put your opinion against his?—Well, of course I have a great respect for professional opinion, but there are times I keep to my own opinion. My experience is that when I try to get professional opinion I try to get it from various quarters, and then I endeavour to weigh that professional opinion, and draw my own conclusion from it, being guided by my own knowledge of the men from whom I draw it.

1707. But you are not suggesting for a moment that the knowledge of the captain of the "Majestic" is not very extensive?—Not in the least. I have the greatest possible respect for his opinion, and consult him frequently, as I do others, and then I weigh their views and endeavour, rightly or wrongly, to form conclusions thereon.

1708. Then upon another part of this subject. Have you ever considered the difficulty which might arise from the various nationalities of those derelicts? Could, for instance, the United States' vessels searching for derelicts destroy, say, a Swedish or a German derelict, without consent either of its owner, who may be unknown, or of the Government to which that owner belongs?—I do not know that a policeman in this country hesitates to take up a foreigner if he is a wrongdoer, owing to his nationality; and I do not see that we should hesitate to destroy a wrongdoer on the ocean.

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1709. Whichever vessels destroyed her, do you think that it would be of no consequence?—I think certainly not, except a cause of thankfulness that a vessel which was dangerous had been destroyed.

1710. Do you not think that it would be necessary to come to some international arrangement with all maritime nations for the destruction of these derelicts?—Not all. Some of the principal ones. Take Great Britain first, United States, France, Germany, Scandinavia. I think if they were agreed upon it, I do not think that we need trouble others. I think that the others would take the advantage, if it proved to be advantageous, in the course which was decided upon.

1711. Then if such searching for derelicts was established by this or any other Government, could it be confined to the North Atlantic?—I think so.

1712. Ought not the traffic route to India and Australia be similarly benefited?—You have not the same source of danger. You have not got those timber-laden ships. The traffic with India and Australia is chiefly in iron vessels, carrying mixed cargoes, and in case of anything happening to them it is only a question of a very short time until they disappear.

1713. But surely a passenger ship to Australia might be seriously hurt by derelicts, say off Cape Finisterre?—I am not aware of any timber-laden ships traffic in that direction.

1714. You think that derelicts are only dangerous when they are derelict timber-laden ships?—Chiefly so. I think the fact of four full-powered ocean steamers disappearing within a year on the North Atlantic, and nothing having been heard of them at all has a tendency to show that there is something. You never heard of a steamer disappearing in the southern trade in that way. I am not dealing with the vessels in the Black Sea, and those deeply-laden, or the cargo shifting, but I am dealing with large steamers. Of course a great many vessels disappear in going across the Bay of Biscay; but I am talking now of large, full-powered steamers, properly laden. Of course there is a great change in the construction of those within the last few years, all in the direction of safety.

1715. Do you think that the trade in the North Sea and the Baltic are not entitled to the same protection that you claim for the trade in the North Atlantic?—It would be far from me to say that they are not entitled.

1716. At any rate you would like to be safe first?—Only on the grounds of the traffic, and the risk to the numbers of people, and the values of the cargoes, that is all, not on any other grounds.

1717. But you would be inclined to admit, would you not, that any arrangement for the North Atlantic must eventually, at any rate, be extended to other regions of the ocean?—That would entirely depend upon the regions in which you propose to extend it. I have travelled round the world more than once, and the conditions are so different.

1718. Have you ever considered in your scheme what is, or what you would think, the best mode of destroying a derelict?—I should think by fire where practicable.

1719. But would water-logged timber-laden derelicts easily burn?—Naturally, I presume, you would saturate them with petroleum or some other inflammable oil.

1720. Then I suppose the vessel searching for derelicts must have on board inflammable oil?—It ought to be provided.

1721. Ordinarily ships are not allowed to carry it?—Yes.

1722. Below a certain flashing point?—There is a type of steamers that carry it in tanks, and also another type of steamers that carry it in cases; ships go out to India and Japan with thousands on thousands of cases.

1723. But petroleum allowed to be taken on those vessels is oil that is above a certain flashing point?—Yes.

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1724. And, therefore, it is supposed to be uninflammable?—If you may use the terms inflammable, uninflammable, oil. At any rate not easily flashing.

1725. Then you think on the whole that burning a derelict would be easier than blowing her up?—I would leave that to be guided by the conditions under which they found that derelict, because all we want to do is to dispose of the derelict.

1726. If you leave it to the discretion of the commander of the vessel he must have, not only inflammable oil but also dynamite on board?—I do not know that I have really thought it out as to what was the best means, but it seemed to me that fire would be best, and, failing fire, to fire shots into her to try and sink her.

1727. You know that dynamite is not usually carried on board ordinary ships?—No.

1728. It is not allowed to be?—It is not allowed to be.

1729. (*Captain Wharton.*) As far as I understand, your case rests upon, firstly, the large number of vessels reported in the United States' reports as being on the Atlantic?—Yes.

1730. Secondly, that there is very great danger if a vessel strikes a derelict?—Yes.

1731. Those are the two great points. Have you at all analysed this list to examine it closely and check it at all in this way?—I have not checked it; I have accepted it.

1732. You have accepted it entirely?—I generally do accept anything issued by the Government.

1733. Will you admit that the most important fact that can be brought to the notice of this Committee is not, perhaps, so much the number of derelicts afloat, but the number of collisions?—Yes.

1734. There are given a list of nine vessels totally lost, and there is one in the Appendix. Now of those 10 vessels, investigation shows that two were lost upon rocks upon the coast: the Spanish gun-boat "Paz," and the steamship "Cragside." There is not the least shadow of a doubt that both the "Paz" and the "Cragside" struck a rock, the latter on the coast of Nova Scotia. That disposes of two of them. One vessel is given as striking a derelict that was lost on the sunken Five Fathoms Light Ship. That is not a derelict. Two vessels are given as striking a derelict off Fenwick Island, which is on the United States coast, and is a large flat of shallow water, and a very small obstruction on the bottom brings a vessel up, and there are a great many wrecks there, so that those two can be scarcely caused by derelicts. I put it to you, before basing anything upon this report, is it not our duty to consider it rather closely; do not you agree with me?—Quite. Of course I have not gone into it from that point of view; I have accepted it broadly.

1735. Would you think it proper in a list of reported derelicts to insert vessels that have never been heard of since they sailed from port?—Certainly not.

1736. As a matter of fact there are 28 included in the United States' list?—They ought not to be included, of course; they are not derelicts, unless they are seen, and seen afloat; they may have disappeared from various causes.

1737. Is it your experience that most of the present feeling about these derelicts is based upon the reports from the United States Hydrographer?—I think a great deal of it has come from there first.

1738. I must refer to your opinion expressed that derelicts are more dangerous than ice. We have had it from several of the experienced captains, who have been examined and asked the question, that their opinion is that there is no comparison between the danger from derelicts and that from ice; that danger from ice is by far the most dangerous. Would you pit your opinion as a landsman against those experienced seamen?—Certainly not.

1739. You assumed in your remarks that if a vessel strikes a derelict the results will probably be serious. Will you agree that in the known cases that exist, to which we have access, of collisions with derelicts, that you would expect to find a large number that had suffered considerable damage in order to justify you in assuming that many vessels had been lost?—Of course there is a list of those in the United States returns of those damaged considerably.

1740. I asked you the question about this list first of all, to show you that I do not think we can take this without examination as a very safe guide, and therefore I do not want you to answer from this publication, but to answer my question, which is a general one: Would you not expect, that if a large number of vessels are lost, you would find a very much larger number damaged?—The number that has been damaged seriously is not so great as one would have expected. I do not know whether that is an answer to your question.

1741. Not quite.—Will you kindly put it to me in such a way as I could answer it. My own feeling is that we ought to have a larger number of seriously damaged vessels through collisions with derelicts than we have had, if we are to attribute those disappearances to derelicts.

1742. That is all that I want?—I want to get it in an intelligible shape from my point of view.

1743. Then in fact any assumption that a large proportion of missing vessels are lost by derelicts is not very directly justified by what evidence we have?—No, there may be other causes of loss, by fire for instance. The natural feeling is first that you may combat the fire, or that you may get over a collision with another ship, that either the one or the other floats, and that the one that floats rescues the crew, or tells what has become of them. But when it entirely disappears it is natural to suppose that it may have arisen from some derelict rather than from some known cause.

1744. Then you think there is justification for assuming that the derelicts are to have the first place in those unknown losses?—I would go so far as to say that there is a justification for assuming that derelicts are answerable for a proportion of those losses; I should not say the whole of them, but a proportion of them. I know of an owner who lost a very fine ship; she was never heard of, and he concluded it must have been by fire, because she had been spoken out of the region of derelicts, and it was not in the ice region.

1745. You doubtless realise the vast size of the Atlantic. Can you also realise what an extremely small proportion of it these average number of derelicts that are supposed to exist, occupy?—I can realise that.

1746. Then I do not quite understand how one vessel that you have suggested to search for derelicts is to do very much good?—Except that she goes out for a purpose. She goes out to seek and to find, and she goes out with all the information, and knows if a derelict is reported in a certain position. Of course that position will be materially changed by the time that that vessel can reach that particular place where it was reported, but I think that the currents are pretty well known.

1747. I wish they were?—There is a general drift of the Gulf Stream in a certain way. These derelicts, as they are marked in these charts seem to travel a certain course. That is, of course, influenced again by wind or other causes.

1748. Your opinion is merely an opinion?—That is all.

1749. If we have some facts that show how difficult it is to find derelicts, would not that be more valuable than any opinion?—I should like to know from whom those facts come.

1750. We have it in evidence that the Trinity House search for a very large number of derelicts near the coast every year. Their information is necessarily of late date, because they only search for vessels nearest to the coast. Their vessels start out at once. In a very large proportion of those cases they fail to find the ship even when she is reported close to the shore. We have also the fact that Her Majesty's ships are sent out from time to time to search for derelicts that seem to be in a peculiarly dangerous position at the entrance to the English Channel, and they have never yet found them. Do not you think that the chance of finding derelicts in the Mid Atlantic would be infinitely less than those I have mentioned?—No, for this reason, the derelicts around our coast are few and far between, as compared with those on the North Atlantic.

1751. Are you speaking, may I ask, by the book, or by your imagination?—Simply by my impression of what I have read.

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1752. What knowledge have you of the derelicts of the North Sea?—None whatever.

1753. You may take it from me that in the North Sea there are as many as in the Atlantic?—I am surprised to hear it. In my mind I thought it was more in connection with the West of Ireland, and the English Channel, and round there. Might I ask if there is any chart of the derelicts in the North Sea.

1754. No. We have a tabular list, it has not been thought worth while to put them on a chart?—Quite so.

The witness withdrew.

Mr. Joseph Edward Street called and examined.

Mr. J. E. Street.

1755. (*Chairman.*) You are Deputy Chairman of Lloyd's, I believe?—Yes.

1756. Can you give us any information with regard to the insurance of vessels?—In what way?

1757. What we wanted to ask was, whether in fixing your rates of insurance you add anything on account of the dangers that are incurred from derelicts, or whether it is calculated generally in the insurance?—I cannot say that any definite premium is charged for the risk of derelicts, but undoubtedly the risk of collision therewith is taken into account in the ordinary premium.

1758. In the ordinary premium. You do not look on that as a greater danger than the danger that arises from a collision with something that is not a derelict?—In certain cases I should. If a steel or iron steamer came into violent collision with one of these waterlogged derelicts, I should think it would be very dangerous to her life. As an underwriter I should have thought so.

1759. We have absolutely nothing to go upon in the way of experience; is that so?—That is quite true. If we could trace some of the missing vessels I should put their disappearance down to collision with derelicts in all probability.

1760. As far as any experience we have got shows the result of collision with anything at all, even ice, it is that it does not crush the ship beyond the bulkhead. I do not know why a collision with a derelict should be more dangerous than a collision with an ordinary ship, especially as the striking must be done by the stem, which is the hardest?—And the derelict is more or less low in the water.

1761. She is low in the water?—Quite so.

1762. (*Mr. Trevor.*) And of course not travelling fast?—No.

1763. (*Chairman.*) Your answers to the questions seem to indicate that you do not consider that a very special danger?—I cannot say that there is any distinct additional premium charged for that risk.

1764. Is there for ice?—At certain seasons of the year when ice is known to be in the Atlantic, the premium on an Atlantic risk probably would be rather higher.

1765. I may assume that your rates of premium have not altered in consequence of the scare, I think I may call it, which has been got up with the apparently recent publication of the United States Hydrographer's charts?—I cannot say that there has been any alteration in the rates.

1766. (*Sir Evan MacGregor.*) And they are very low?—They are indeed.

1767. Supposing the derelicts to be removed it would not alter the rates very much, would it?—Anything which tends to reduce the risks of navigation also tends to reduce the premium; so that it would act beneficially to the underwriter and the public in that way.

1768. Has there been any strong feeling on this subject of derelicts?—This Bill, which is promoted by Mr. Macdona, was laid before the Committee, and I certainly may say that they are anxious to see it passed, because they think that it would tend to reduce the risks of navigation. There has not been any general agitation in the Room among underwriters, to my knowledge.

1769. (*Mr. Trevor.*) May we consider that, in your opinion the danger from derelicts is an ordinary peril of the sea?—Yes, I should say it is.

1770. Not an extraordinary peril of the sea?—I could not call it an extraordinary peril.

1771. And if Colonel Hozier, the Secretary of Lloyd's, has told us that, in his opinion, although he admitted that he knew very little about it, derelicts were an extraordinary peril of the sea, he was mistaken?—In certain voyages from British America down to the West Indies, I should say they are more or less an extraordinary peril, because one expects to meet with many of them

1772. Notwithstanding in that particular region it is an extraordinary peril, you make no difference in your rate?—No; I cannot say that there is an actual difference of rates charged for that risk.

1773. That is the main point?—It is included in the general risk.

1774. It is included in the general risk of the peril. Therefore I think we may take your evidence, knowing all about it as you do, to be of more value than Colonel Hozier's, who admitted that he did not know about it?—It is not for me to say.

1775. In fact I think we may tell you that it was only on account of Colonel Hozier's evidence that we ventured to invite you to come here?—May I hear what Colonel Hozier said?

1776–1782. The questions which Colonel Hozier was asked, with his replies are as follows (*Q.* 1459–1465):

"Are there any special dangers which underwriters insure against in marine assurance"?—I do not think so; but as I am not an underwriter I am afraid I cannot answer those questions.

"When I say underwriters, I mean members of Lloyd's; then you cannot tell us whether the danger of derelicts is a substantial item in an insurance?—I fancy it is. Oh, yes, I think they may be.

"By name—is it named in the insurance policy?—Not named, I do not think. I could get you the information accurately.

"The Committee would be very glad of that; now, for instance, is ice specially mentioned?—No.

"It is considered as an ordinary peril of the sea?—Yes.

"But you think that derelicts is an extraordinary peril of the sea?—I think that it is.

"It is very important to clear this up; you say that ice is more dangerous than derelicts, but yet now you tell us that ice is not specially insured against, and that the danger from derelicts is?—No, because the danger from ice has always existed, while derelicts are things of later days; or rather, attention has been drawn to them in later days."

1783. Our point was this; we wanted to know whether, in the opinion of underwriters, derelicts were considered so dangerous that it was an extraordinary risk, and you tell us it is not?—No, I must confirm that.

The witness withdrew.

Mr. D. G. Williams called and examined.

Mr. D. G. Williams.

1784. (*Chairman.*) I think you are the Collector of Customs at Liverpool, are you not?—Yes.

1785. We have not got it very clearly before us as to what is the procedure followed by captains of vessels on arrival at the ports in England; can you give us exactly what happens?—Yes; under section 50 of the Customs Consolidation Act they are obliged to put in a report within 24 hours of arrival, and in that report they must also say whether they have fallen in with, or picked up, any wreck.

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1786. With what object is that asked?—I am not quite clear with what object; the Act says distinctly that they must give that information.

1787. (*Mr. Trevor.*) Whether they are asked or not?—Whether they are asked or not; it is part of the report. Probably you have a copy of the report by you: the words are given in the Schedule to the Act, "And "if any wreck be fallen in with or picked up."

1788. That was possibly put in with a view to endeavouring to ascertain the ownership of it?—I do not know, but we have that power to glean the information under the Act, and you will find that that schedule was quoted in section 50, and I think our power comes rather more within that section than section 53, which your secretary brought under my notice.

1789. (*Chairman.*) Is every captain provided with this form?—Yes, that is the form of the report with which he should come provided.

1790. These are supplied to every captain?—Yes, I have one here; whether it is on the report or not he is asked this question, whether he has "fallen in with or picked up any wreck." There is an instance (*pointing to the form*).

1791. Do you think that the captain quite understands that that means derelicts?—Yes.

1792. A vessel floating bottom upwards?—Yes.

1793. The captain himself delivers this form?—Always.

1794. Whom does he see?—He sees the special clerk, called the report clerk, and in the small ports he would see the collector himself.

1795. Do you consider that the officer is a competent officer to make inquiries that would be useful?—I want to follow that up—if you would kindly ask me with regard to the suggestions later on. I want to clear up the fact that we have the power to glean the information; I think the Act is perfectly clear that the captain must report where he has fallen in with any wreck or picked it up. I should like also to explain what I believe to be the present practice with regard to those reports which we receive, and then I should like to make a suggestion on what I should do in the future.

1796. You had better follow up my first question exactly as to what takes place?—When a captain reports having fallen in with a wreck of this kind, what has happened in the past is that it is endorsed in that report (*indicating one*) as well as on two or three of those reports (*indicating others*). I am speaking now of the larger ports; and then it is, in a kind of unsatisfactory way I think, handed over to Lloyd's agent. The captain is asked "Have you "mentioned this to Lloyd's, or given information to "Lloyd's," and if he says "Yes," nothing more is done. We have in Liverpool an agent of Lloyd's stationed in the Custom House, he has a seat there. The captain is asked "Have you seen Lloyd's agent?" If he says that he has, that is all the notice we take of it. In other places we have sent on reports to the Board of Trade, but I cannot learn that there is a general practice of reporting those things to the Board of Trade.

1797. But still there is statutory power to compel the captain to supply the information?—Undoubtedly; given the fact that he has fallen in with a wreck, which he is obliged to detail under the Customs Consolidation Act, as I have pointed out; we then have the power under the Merchant Shipping Act to summon the captain to give evidence as to the wreck.

1798. You go under another Act?—In the same way that he attends to report any casualties to his own ship.

1799. Where does the Receiver of Wreck come in?—Supposing the case of a casualty to his own ship, he is asked questions as to the voyage, and he says, for instance, "I lost a main topmast," we then say "All "right; will you proceed to the Receiver of Wreck, "and he will take a statement from you," and that is sent to the Board of Trade with all the particulars of the casualty.

1800. But the question of derelicts, and the reporting of derelicts from the danger to navigation point of view, does not seem to be considered?—No, not hitherto.

1801. You have no doubt had this subject before you lately?—I have had it since I was asked to come here, and I have thought the matter over.

1802. Are you prepared with any suggestions?—My suggestion is this:—That when a captain reports having fallen in with a wreck, that he should be relegated to the Receiver of Wreck, who is also often in the small ports the chief officer of the port. In my port I have a special Receiver of Wreck—I am nominally the Receiver of Wreck, and one of our chief clerks is deputy receiver. I propose when the captain reports having met with a derelict that he should go to the Receiver of Wreck, and make a statement localising that derelict as far as possible, giving the latitude and longitude, and the kind of ship which is floating.

1803. You draw the line between a casualty and sighting?—I am speaking now of derelicts.

1804. But then there must be a casualty resulting from that, before you go to the Receiver of Wreck, there must be damage done to the ship?—I think not, the mere fact of falling in with the derelict means that there has been some damage to the same ship, that she is abandoned, and I think we have power to call for evidence with regard to any ship abandoned. Moreover, I do not think there would be any difficulty in getting the evidence from captains. "Whenever any "such loss, abandonment, damage, or casualty happens "elsewhere," those are the words under which we have power to take evidence.

1805–6. Quite, but we rather want to be quite sure of a vessel that has been seen?—The captain reports that he has seen a vessel; that is the initial proceeding.

1807. (*Mr. Trevor.*) In section 50, he is bound to include the statement in his report, that he has seen a derelict?—Quite so.

1808. Is he bound?—He is bound.

1809. Under a penalty?—Yes, under a penalty of 100*l.*

1810. Is it a fact that derelicts are reported in that way, or does a master wait for a question to be put to him as mentioned in section 53?—As a matter of fact it is one of the questions which is always asked.

1811. In the printed form?—In the printed form, and by the officer in charge of that particular seat.

1812. And your experience is that those questions are asked nearly always?—Certainly.

1813. Because we have it in evidence from the Secretary of the Ship Masters' Society, that in the ordinary way in going into the port the captain is not asked any questions except possibly in the case of collision?—I have no hesitation in saying that he is wrong.

1814. (*Chairman.*) Then you think that the present procedure can be improved?—As regards the information, we get it now; but I want to corner it when we have got it. When the captain reports having seen a derelict, I think we should take some more substantial statement than we have now, on a form similar to, Wr. 1, which is a wreck form. It might be done on that; or we might have a special form for reporting derelicts in which we might state that the captain's latitude and longitude was so and so; that he saw a derelict, and the kind of derelict; whether she had got her masts up or down, and which way she was drifting. All that would be sent as an ordinary statement to the Board of Trade; and not to an irresponsible body as far as the Government is concerned like Lloyd's. We should send it to an official department.

1815. What I want to come at now is this; supposing you have got this information, what do you do with it?—What would the Board of Trade do with it?

1816. No, the Customs, the man comes and deposits his form?—I am afraid we do nothing beyond asking whether Lloyd's is informed; I am suggesting that we should in future send it to the Board of Trade.

1817. You propose that the fact of a derelict having been sighted, or ice having been sighted should be reported with the least possible delay to the proper quarters?—That is what I am suggesting. I think it should be at the Board of Trade the next morning. That is always supposing that the Board of Trade would care for the information, I think that we should be prepared to supply it.

1818. (*Mr. Trevor.*) And you say it is not supplied by you to Lloyd's now?—No, not by us excepting verbally.

1819. Does Lloyd's agent come into the Custom House and glean information at every port?—Yes, in the larger ports.

1820. (*Chairman.*) It is possible by that means the information is circulated very rapidly?—I do not know how far the Board of Trade would care to have this information, but what I suggest is that it is possible to send it there, and we should be prepared to assist in this respect.

1821. Can you suggest any quicker method of circulating the information?—That is absolutely quickness itself. The Board of Trade gets this information; their powers are very great; and, as far as my experience goes, their system is very admirable in dealing with wrecks altogether.

1822. Given that the "Majestic," for instance, arrives at Liverpool at 10 o'clock in the morning, and she has passed ice, or she has passed a derelict, by the method you suggest, so far as I understand it, that information would not be in the possession of the Board of Trade for probably 24 hours?—I do not think that it could be quicker than that.

1823. Well, by Lloyd's agent, as at present established, that information is probably posted in the rooms, wherever they may be, within an hour?—By wire.

1824. No, at Liverpool?—Yes.

1825. (*Mr. Trevor.*) Would it not be telegraphed from Liverpool to London and probably appear in the "Shipping Gazette and Lloyd's List" on the very same day?—But my suggestion is apropos of dealing with the derelict itself.

1826. (*Chairman.*) We do not care about the derelict itself at present?—My suggestion is not so much with regard to giving information to avoid derelicts as to dealing with derelicts themselves. My suggestion as to localising the derelict is this: Supposing two or three captains to give you the information that a derelict has been seen in a certain latitute and longitude, that localises the derelict and gives you a better opportunity of dealing with it than an ordinary verbal statement. I happen to have here, I believe, two ships reporting the same derelict.

1827. (*Mr. Trevor.*) On the same day?—I think at two different ports. But what I was going to observe is that if the business were centred in the Board of Trade, they would obtain from captains arriving at every port information in cases where they had seen a derelict.

1828. (*Chairman.*) There are two objects in view, the one you have mentioned as to the finding her, and the other is informing everybody as widely as possible?—I do not know that we can improve upon Lloyd's agents in the way in which they circulate their information, which is very rapidly done indeed. They have got men all over, looking out and meeting vessels which arrive.

1829. But there is no reason why the Government should not have that information. Lloyd's can get the information because they take a great deal of trouble?—Yes, because they take a great deal of trouble.

1830. (*Mr. Trevor.*) Many of them have a pecuniary interest in the matter?—Yes. But our information is also rapidly acquired. The Board of Trade, for statements which are sent to them by the officers of Customs, in order to obtain their statements as quickly as possible, have given a small fee for each statement which is sent forward, so that the officers are rather keen in obtaining the statement rapidly, and it is an incentive to quickly dealing with this information. For instance, for a statement made within so many hours the officer is allowed a certain fee, for 12 hours, and 18 hours, and 24 hours, I think; the fee is increased according to the rapidity with which the statement is despatched.

1831. (*Chairman.*) It occurs to me that this report, which refers principally to cargo, has, as a sort of after-thought, one little line asking for wreck information; do you think that that had better be separate in future?—Have a special report, do you mean?

1832. Would that be possible?—I think my suggestion means that. When the captain says that he has met with wreck, we send up a special report to the Board of Trade as a separate statement.

1833. But this all goes up with the cargo. If the captain on arrival has a form in his hand, and immediately hands it in, as in the case of Lloyd's, information about derelicts seen, with the latitude and longitude and all the particulars, the thing is done at once. Now, you propose to get it *viva voce* 24 hours after the arrival, and then you send the report to the Board of Trade. I cannot imagine a much slower process?—I did not say 24 hours afterwards. Most of them report within 24 hours.

1834. (*Mr. Trevor.*) But that report which the chairman holds in his hands is a report made to the Customs and not to the Board of Trade?—Yes, to the Customs.

1835. It is on the question of cargo for revenue purposes?—It is the groundwork on which we work.

1836. (*Chairman.*) It seems quite clear that you want to dissociate the two questions?—Yes.

1837. (*Mr. Trevor.*) You think you should separate the actual report from the action on the report?—I think so; it would be much more valuable in that way. The Receiver of Wreck is in the habit of asking questions, and it would get them more on a regular basis.

1838. (*Chairman.*) The Board of Trade do not make any direct inquiries, they depend upon the Customs?—*Qua* wrecks, we are Board of Trade officers really.

1839. Wrecks are not floating derelicts?—Yes, a derelict is a wreck. The definition of "wreck" is "flotsam, jetsam, lagan, and derelict;" that is the definition in the Act of Parliament.

1840. Is that fully understood by the captains?—I think everybody who knows anything about ships would understand it.

1841. They do not report ice?—We report on derelicts. The reporting of a casualty by a captain has been interpreted as a casualty to his own ship. If his own ship became derelict, he would report it, but he has not been in the habit of reporting other ships as derelict; and my process is, if the Board of Trade care about it, that we might have a report and obtain it successfully by reporting derelicts sighted by other ships.

1842. (*Sir Evan MacGregor.*) Could you include ice under the Act?—Not under the Act.

1843. (*Capt. Wharton.*) Could you include flotsam?—Yes; "falling in with wreck"; flotsam is wreck.

1844. Is not ice flotsam?—Hardly; flotsam is what floats off a ship; jetsam is what is cast off a ship; lagan is what is buoyed, or rather marked by a buoy.

1845. (*Sir Evan MacGregor.*) Do you keep this return?—Yes.

1846. So that it does not come to the Board of Trade at all?—That never comes to the Board of Trade.

1847. Here they have rescued five seamen of the schooner "Drisco"?—That report would go from the Superintendent of the Mercantile Marine.

1848.—That would be abstracted?—That would be done at once.

1849. You examine that last statement about wreck whenever this comes in?—Taking either of the cases; instead of this little bit of a memorandum, and asking the captain whether he has reported this to Lloyd's, in my process we should have a form (Wr. 1 would do) in which the whole details in regard to this particular derelict would be set forth, and it would be sent to the Board of Trade for whatever it might be worth there. My duty here is to tell you what we can do, and what we are prepared to do; but not to advise you what to do when you have got the information.

1850. (*Chairman.*) But you are satisfied, with such a form as we have been talking about, that you could have the information concerning any derelicts or dangers of the sea in your possession within a very few hours of the arrival?—I think so, and it would be very good business to do it.

1851. (*Mr. Trevor.*) Referring to the mode in which the ship masters and collectors and other officers of Customs perform their duties under sections 50 and 53 of the Customs Laws Consolidation Act, 1876, I want to read you a question and answer which was put to the secretary of the Ship Master's Society of London on the 8th May last. He was giving evidence in this room, and this question (1242) was put to him: "You "wish to imply that the captains of a good number of "ships arriving in England neglect to report under the "53rd section of the Customs Laws Consolidation Act, "1876?—(*A.*) There is no doubt of the willingness of "masters to give information if they are asked. The "question is not raised except in the case of a casualty "or something of that kind; but a man may see "20 derelicts and enter them in the log, but it may "not go outside the log, no one asking him for it." Now, in your experience is that an accurate statement

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or an overdrawn statement?—It is accurate within certain terms. I do not think we have been in the habit of using the word "derelict." We say, "have you fallen in with any wreck," and it is possible that captains would not interpret that as derelict coming under those terms; that is possible. If my suggestion were adopted there would be a desire on the part of all the officers to glean information with regard to derelicts themselves; and an order would be issued to ask about derelicts; and if it were to be a form as applied to derelicts, I am clear upon that, there would be an eager desire to report derelicts in the same way as the wrecks are reported at the present moment.

1852. Your suggestion is to have a separate derelict form?—Yes, you might forward a statement to the Board of Trade, always supposing that the Board of Trade would care to have the information.

1853. (*Capt. Wharton.*) Do we understand that you could not put ice into the form without fresh powers?—I think not.

1854. Have not the Board of Trade power to give instructions to the officers?—Undoubtedly under the Act, I think; but I feel quite certain if the Board of Trade should express a wish with regard to having ice reported that the same thing might be done.

1855. (*Chairman.*) You cannot fine a man 100*l.* for not reporting ice, in the same way that you can with regard to the wreck?—Quite so.

1856. (*Capt. Wharton.*) This 53rd section of the Act states: "That the master of a ship arriving at "ports beyond the seas shall answer all such questions "relating to the ship, cargo, crew, and voyage as shall "be put to him by the collector"; surely that includes that enormous danger from ice?—I think you might include almost anything so long as a lawyer would say that such question might be reasonable.

1857. Is not that reasonable?—I mean reasonable with regard to the ship itself and its cargo.

1858. (*Chairman.*) If a new island appeared on the route he would be bound to report it?—My experience of captains of ships is that they are very willing to answer questions of the kind, and I have no doubt if the Board of Trade expressed a wish to have such questions asked, that they would get the information from the captains, but if you ask me whether it is provided for in the Act I should say not.

1859. (*Capt. Wharton.*) You think that the question of a large floe of ice is not a question relating to the voyage that would be proper for him to answer?—I do not think that it was a question in the minds of the framers of the Act. Perhaps I had better shelter myself by saying that you had better get a lawyer to give an opinion upon that. My own opinion is that it is not contemplated in section 53 of the Act. Indeed for that very reason I prefer dealing with the wrecks under section 50, because I think it is rather stronger in our favour.

1860. (*Mr. Trevor.*) Section 50 is the section which compels the master to make due report of the ship in that form No. 1, in Schedule B. to the Act; that form specifying wreck?—Yes.

1861. May I ask one more question. Is the evidence you have given as to the general course which masters take in making these reports confined to the large and important port of which you are now collector, or does it also extend to the smaller ports in which you have served in previous years?—In what respect. Is it in the way in which the questions are asked?

1862. Yes?—In the small ports they generally report direct to the collector.

1863. Exactly. Does the evidence of the secretary of the Shipmasters' Society in the answer to that one question which I read to you, and in which answer you apparently did not concur, apply as much to small ports as to larger ones?—My reply applies *a fortiori* to the smaller ports.

1864. For they have less to do?—For they have less to do, and the report is made direct to the Chief Officer of Customs.

1865. And therefore they are more easily got at?—Moreover, it provides considerable emolument to those officers; the fees would amount in some instances to 100*l.* or 150*l.*, and that is a tangible item to an officer who has perhaps 300*l.* or 400*l.* a year.

1866. (*Chairman.*) Do you ever see the ships' logs?—Yes.

1867. Have you got the power to ask a captain to produce them?—Yes.

The witness withdrew.

(Adjourned to Friday next, at 12 o'clock.)

EIGHTH DAY.

At the Office of the Board of Trade, Friday, 15th June 1894.

PRESENT:

REAR-ADMIRAL LORD WALTER KERR IN THE CHAIR.

Sir COURTENAY BOYLE, K.C.B.
Sir GEORGE NARES, K.C.B., F.R.S.
C. CECIL TREVOR, Esq., C.B.
Captain W. J. L. WHARTON, R.N., F.R.S.

J. WADDON MARTYN, Esq., *Secretary.*

Captain W. J. L. Wharton.

Captain WILLIAM J. L. WHARTON, R.N., F.R.S., a Member of the Committee called and examined.

1868. (*Chairman.*) Are you Hydrographer to the Royal Navy?—Yes.

1869. Have you seen a publication of the United States Hydrographic Office called "Wrecks and Derelicts in "the North Atlantic Ocean, 1887 to 1893 inclusive"?—Yes.

1870. Have you any remarks that you wish to make on the statements there brought forward?—I have examined this Report with as much detail as is possible. It is a comprehensive account of all the information the United States Hydrographic Office has been able to collect with regard to derelicts and wrecks on the bottom during seven years. The part of it that is of importance, bearing on the subject of our inquiry, is that dealing with collisions with derelicts, and especially those from which total loss or serious damage has resulted. But the list of derelicts

reported also has interest, as it is the number of vessels appearing in such lists that has much guided public feeling on the question.

(*a.*) During the seven years dealt with, 212 derelicts are given as having been reported more than once, the names being identified. A very large proportion of these were off the coast of North America. Of the total number, 173 are recorded as having floated less than three months; 39, as three months and over; 18 of the 39, as remaining six months and over; and 6 of the 39 as lasting for 12 months and over. Of the 39 floating for more than three months, 21 were within 200 miles of America; the other 18 being distributed all over the Atlantic. I have a little table here that I will put in giving details:—

DERELICTS REPORTED MORE THAN ONCE, 1887–1893.

Class.	3 months.		4 months.		5 months.		6 months.		7 months.		10 months.		11 months.		12 months.		18 months.		19 months.		20 months.		28 months.		
	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	W.	E.	
Schooners	1	0	4	1	2	0	1	0	5	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	
Ships	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Barques	0	6	0	1	0	3	0	0	0	0	0	2	0	1	0	0	0	1	0	1	0	0	0	0	
Brigantine	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Tern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	
Total	2	6	4	2	2	5	1	0	5	0	1	2	2	1	2	0	0	1	0	1	1	0	1	0	=39
	8		6		7		1		5		3		3		2		1		1		1		1		=39

W. stands for west of a line 200 miles from coast of North America.
E. means east of that line.

1871. That is in corroboration of what you have just given us?—Yes, that is for the figures I have just given—it is an abstract.

(*b.*) The list of derelicts reported but once, 350 in number, is made up in rather a remarkable manner, 29 of them are vessels stated to have been never heard from; that is, missing vessels; 18 are stated to have foundered or been lost at sea; 49 were abandoned and may be presumed to have been in a sinking state; one was seen ashore. Why these 87 vessels are classed as derelicts I do not understand, and I should reduce the list at once to 263. Of these, 117 are within 200 miles of the American coast and in the Gulf of Mexico, the other 146 being scattered all over the Atlantic.

I do not understand a discrepancy between the two parts of the report. The abstract list gives the total number of identified derelicts as 482, while the two lists I have quoted make the number 562.

(*c.*) Besides these it is stated that 1,146 unidentified abandoned vessels were seen on the North Atlantic. It is evident that many of these would certainly be reports of the same vessels, and that many would be already included in the list of identified derelicts given. This figure of 1,146 cannot be taken to mean 1,146 separate ships, but it is impossible to say how many there really were. Taking the figures as they are, one out of every 44 reports appears to be a ship floating for over three months.

(*d.*) The number of vessels given as totally lost from collision with wrecks and derelicts is 10, as follows:—February 23rd, 1887, schooner "Bayliss Wood" struck wreck of steamship "Brinkburn" off Fenwick Island, and was capsized; June 13th, 1887, schooner "Joseph Baymore" struck a derelict off the coast of North Carolina, became water-logged, and was abandoned; June 8th, 1889, Spanish gunboat "Paz" struck a derelict off Tarifa and sunk; March 18th, 1890, schooner "Francis L. Godfrey" struck a derelict off Fenwick Island, stove in her bow, and filled; October 1st, 1890, steamship "Glenrath" struck a wreck off Cape Lookout and sunk; February 10th, 1891, schooner "Seagull" struck a wreck off the coast of New Jersey and sunk; December 22nd, 1891, schooner "Orrie V. Drisco" struck a derelict in the Gulf of Mexico, and was wrecked on the coast of Florida; February 24th, 1892, barque "Jan Pieterzoon Koen" struck an unknown object, filled, and was abandoned in latitude 24° 10′ N., longitude 69° 28′ W.; May 20th, 1893, steamship "Cragside" struck a derelict off Whitehead, Nova Scotia, and sunk; December 1st, 1893, schooner "Manitou" struck on the sunken Five Fathom Bank Lightship and sunk.

As four of these are cases of vessels having struck wrecks, that is, wrecks on the bottom, we have no concern with them, but the distinction is not at all marked in the pamphlet.

Of the six losses said to be due to derelicts, I find as follows:—The Spanish gunboat "La Paz" is given as striking a derelict off Tarifa. Now this vessel struck a well-known rock off Cadiz, as a court-martial found. The "Cragside" is given as striking a derelict off Nova Scotia, whereas the Court of Inquiry held on her case came to the conclusion that she had probably struck the well-known Bull Rock. Another is given in the Gulf of Mexico and is outside our inquiry. Two are given as striking derelicts off the coast of North Carolina and Fenwick Island respectively, that is very near the American shores. Off Fenwick Island, a long low island forming the coast for many miles between Chesapeake and Delaware Bays, is a great flat of shallow water some eight miles wide traversed by a large local trade. A great many wrecks on the bottom have been reported in this position during the past seven years as well as cases of vessels striking on them, one of which is given as causing a fatal loss. Seeing the mistakes which have crept in, one would like to have further information as to the evidence on which these two cases rest before accepting them as collisions with derelicts.

1872. (*Mr. Trevor.*) Are those cases the "Joseph Baymore" and the "Francis L. Godfrey"?—Yes. The analysis of this most important list, so far as the subject of our inquiry goes, shows how necessary it is to examine the statements made in this pamphlet. These 10 cases may be tabulated thus: Wrecks on the bottom, 4; cases in the Gulf of Mexico, 1; lost on the rocks, 2—total 7; leaving two cases of reported collision with derelicts close to the American shore, and one near the Bahama Islands. There are none out of American waters or in great international trade routes.

(*e.*) 23 vessels are given as receiving considerable damage, as follows:—January 16th, 1887, barge "Gardner Colby" struck a derelict off Fenwick Island, causing a leak; November 29, 1888, barque "Patagonia" struck a derelict in latitude 39° 50′ N., longitude 71° W., causing a leak; May 26th, 1889, schooner "Arabella" struck a derelict off Sandy Hook, and had to be towed in, leaking; October 15th, 1889, schooner "Forest Fairy" struck and passed over a derelict in latitude 40° 59′ N., longitude 33° 40′ W.; December 16th, 1889, schooner "Cornelius Hargreaves" struck a derelict off Cape Henry, put into Norfolk and discharged coal; January 1st, 1890, steamship "Seminole" struck a derelict off Charleston, and had to return to port; January 29th, 1890, schooner "W. B. Merrick" struck a derelict in latitude 34° 40′ N., longitude 71° 25′ W., and sacrificed deckload to save ship; July 18th, 1890, schooner "J. N. Harlow" struck a derelict off Fenwick Island, and was towed into Norfolk; September 13th, 1890, schooner "Joseph I. Pharo" struck a derelict off Fenwick Island, and was towed into Norfolk; October 13th, 1890, steamship "Grace" struck a wreck off Cape Henry, and was towed into Hampton Roads; August 30th, 1891, steamship

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"Dubbeldam" struck a derelict in latitude 49° N., longitude 24° W., and put back to Plymouth for repairs; May 30th, 1891, bark "San Giovanni E." struck wreckage in latitude 40° 30′ N., longitude 67° W., broke rudder gear, and came near sinking; October 28th, 1892, steamship "Empire" struck a submerged derelict off Frying Pan Shoals, and nearly listed her cargo; December 12th, 1893, steamship "Iris" struck what was believed to be a derelict in latitude 43′, longitude 24°, which caused her to leak in the bows; December 18th, 1893, schooner "Max" cut through a submerged derelict off Cape Hatteras, rudder broken, leaking badly; December 31st, 1893, steamship "Managua" struck wreckage in the night, latitude 28° 40′, longitude 74° 44′, and lost a propeller blade; December, 1893, bark "Mazatlan" struck a derelict at sea, and received extensive damage; March 4th, 1889, schooner "Wm. B. Wood" struck a sunken wreck, and had to be beached on the Delaware coast; January 7th, 1891, schooner "Helen G. King" struck a sunken wreck, near Rockland, Me., and had to put into Eastport, in a sinking condition; November 30th, 1891, steamer "St. Enoch" struck a submerged derelict in latitude 48° N., longitude 33′ W., and had to return to Queenstown with all the blades of her propeller broken; December 28th, 1891, schooner "Riviere" struck a derelict on the voyage from Dublin to Bangor, and had to be beached on arrival; October 25th, 1892, steamship "Britannia" struck a sunken wreck off Cape Sable, and had to be beached for temporary repairs; April 23rd, 1893, schooner "A. T. Coleman" struck a sunken obstruction on the voyage from Baltimore to the Bahamas, and was towed into Norfolk with a hole in her bottom.

Of these only 4 are given as wrecks on the bottom, but as 8 are quoted as occurring off various points along the American shores, not less than 3 off Fenwick Island amongst this number, it appears doubtful whether they are all derelicts. Being American vessels, however, as are five other cases further off, but still near their own coasts, they cannot be checked. There are actually five in what we may consider the open Atlantic. One British vessel is recognised amongst these, the "St. Enoch." The official papers say: "Supposed to have struck wreckage or large fish, "lost propeller blades." The "Managua" is stated to have lost a propeller blade, that is scarcely "considerable damage." The schooner "Riviere," given here as striking a derelict, was shown by the court of inquiry to have struck something on the bottom in the narrow passage into the Menai Strait, about 18 feet deep at low water, and she probably struck the bottom itself.

The table will stand thus:—On the bottom, 1; wrecks on bottom, 4; on American seaboard, some in shallow water, 8; in American waters, 5; in Atlantic, 5. Of these five the "Forest Fairy" passed over a derelict, damage not stated. The "Dubbeldam" returned to Plymouth with rudder damaged. The "Iris" struck what was supposed to be a derelict and leaked in the bows. The "Mazatlan" struck a derelict, neither exact date nor place being mentioned, and it is said to have received considerable damage. The "St. Enoch" lost her propeller blades, perhaps, by striking a fish.

In these two most important lists, therefore, it is shown that in seven years, in the open Atlantic, with which we have to do, there are no total losses from collisions with floating derelicts, and only five cases in which damage worth speaking of has resulted, and some of these are doubtful.

(*f.*) Eleven vessels are stated to have received slight damage. They are as follows:—November 12th, 1887, schooner "Jacob Reed" struck a derelict in latitude 40° 12′ N., longitude 73° 27′ W., and broke her centre-board; May 10th, 1889, steamship "Myrtle" struck a derelict off Isle of Shoals, little damage; June 28th, 1889, schooner "John S. Davis" collided with a derelict in latitude 34° 42′ N., longitude 64° 18′ W., damage slight. January 18th, 1890, ship "Antoinette" struck a derelict in latitude 32° 20′ N., longitude 68° 32′ W., and lost copper on forefoot; December 4th, 1890, steamship "Katy" struck a derelict in latitude 34° 37′ N., longitude 71° 50′ W., slightly damaged. November 17th, 1891, steamship "Cascapedia" struck a derelict in latitude 49° 45′ N., longitude 13° 15′ 15″ W., slight damage; April 22nd, 1893, schooner "Allen Green" struck a spar attached to a wreck off Barnegat, no serious damage; April 4th, 1889, schooner "Lizzie Carr" struck a derelict or wreckage 40 miles east of Bodie Island, N.C., and received slight damage; June 15th, 1889, barge "Galatea" struck a sunken wreck near the Chesapeake capes, causing her to leak; June 25th, 1889, schooner "J. F. Becker" struck a sunken wreck off Fenwick Island, with little damage; September 25th, 1892, steamship "Massilia" collided with a large derelict in latitude 36° 55′ N., longitude 45° 15′ W., and damaged one of her bow plates.

I have not attempted to check all these. Two are stated to be on sunken wrecks on the American shore, Fenwick Island again appearing. Six were off the American coast, one struck a spar, two were in open Atlantic. One of these cases is interesting, the French mail steamer "Massilia." This vessel struck a large derelict and merely damaged one bow plate slightly.

(*g.*) There are 17 cases of collisions in which the damage is stated not to be known. They are as follows:—May 12th, 1888, bark "Virgo" passed between the masts of a derelict in latitude 38° 40′ N., longitude 73° 50′ W; July 26th, 1888, steamship "Allentown" struck a submerged wreck off Cape May; April 20th, 1889, steamship "Cuban" ran into a derelict in latitude 38° 10′ N., longitude 66° 30′ W., penetrating 13 feet. June 1st, 1889, schooner "William A. Marbury" ran into wreckage off Davis South Shoal; July 5th, 1889, bark "Falmouth" grounded on a submerged wreck on Nantucket Shoals, and afterwards came off; December 28th, 1890, tug "Schaubel" struck a wreck off the Delaware Capes; February 20th, 1891, bark "Elba" struck a wreck near Port Royal, S.C. August 12th, 1891, schooner "Maria Pierson" struck a wreck off Hog Island, Virginia; February 14th, 1893, schooner "Two Brothers" ran into a sunken schooner off Cape Charles, Va.; May 18th, 1893, steamship "Norman" carried away the spars of sunken schooner, "Booth Brothers" on Brigantine Shoals, New Jersey, but cleared the hull; September 27th, 1893, steamship "Dago" struck wreckage with propeller off the Virginia Capes; November 11th, 1893, steamship "City of Dublin" in latitude 39° 30′ N., longitude 53° W., struck part of a vessel's deck or deck house; June 23rd, 1889, steamship "Ville de Montevideo" was damaged by striking a derelict on the voyage from Rio Janeiro to Havre; May 11th, 1891, brig "Arthur" was damaged by striking a derelict on the voyage from Yarmouth, Nova Scotia, to Martinique; July 25th, 1891, steamship "Castlegate" was damaged by striking a wreck near Boston; December 22nd, 1893, schooner "Theodore Dean" on a coasting voyage to New York, arrived damaged by having struck a wreck; December 26th, 1893, bark "Guldreyn" was damaged by striking a derelict on the voyage from Canada to Fleetwood, England.

Of these 17 collisions, 12 were on the American coast, many of them apparently on submerged wrecks on the bottom. The report of the inquiry held on the bark "Guldreyn," stated in this list to have struck a derelict, says nothing about any derelict, but the ship struck a large fish which was afterwards seen. An examination of the inquiry into the case of the steamship "City of Dublin," said in this list to have struck part of a vessel's deck or deck house, shows that there was not even a report of striking anything; a heavy sea struck the ship and washed the boatswain overboard and the deck house was washed away, which appears to have been translated as above. These two are the only cases I have tried to check.

(*h.*) I may mention that the appendix containing a further table of accidents is entitled: "Additional Reports of Collision with Derelicts," but out of the 16 cases there given, seven are stated to be cases of vessels striking sunken wrecks near the shore. Such a title is therefore misleading. I have in my inquiries included both lists.

(*i.*) A list is given of the work done by the United States vessels in destroying wrecks and derelicts. Of the latter there are only three; two were near the land and were towed into shallow water, and one was destroyed by ramming by a vessel that accidently encountered her. The principal work was blowing up the wreck accumulated on the United States coast during many years, the work which has been systematically performed on the coast of the United Kingdom by the lighthouse authorities for a long period, and which keeps our coast so well cleared of these obstructions. It is stated in the report that 72 derelicts were destroyed by fire, but by whom or where is not mentioned and no detail of any kind is given.

1873. (*Chairman.*) The number of derelicts set on fire is given as 76?—Yes. It says: "thereby destroyed 72," and the failures to destroy are given as four.

1874. (*Mr. Trevor.*) It is for four years only?—Yes.

The analysis of this pamphlet, combined with my own knowledge of the groundless nature of many reports as shown by subsequent investigation, leaves on my mind the impression that very little inquiry has been made in compiling it. Taking, however, the figures given, which are shown to be excessive, the average number of derelicts afloat at any one time in what is called the North Atlantic is stated to be 19. The great majority of these are off the American coast. As to the 19, the total area of sea over which these derelicts are scattered is 11,000,000 square miles.

1875. (*Chairman.*) You have shown that the report describes 72 vessels to have been destroyed by fire. Are any details given as to how this was done or with what result?—No details of any kind are given* except that an attempt was made on the vessel "Fanny E Wolston" which is known to have been afloat for over two years and it failed. This vessel has been off the American coast for many months and no reference is made to any further attempt to destroy her.

* Details since received. *See* Appendix G., No. 2, p. 115.

Captain W. J. L. Wharton.

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1876. Do not you think that destroying a vessel by fire, as described, means that she is burnt to the water's edge, and so remains?—It appears most probable, but no information is given. That is all one can say. As the word "derelict" is distinctly used in this report, occasionally, as meaning wrecks on the bottom, it is possible that the vessels here said to have been destroyed were some of them aground.

1877. Do you not think that a vessel burnt to the water's edge, as I have suggested, would constitute a greater danger to navigation than if she had been left intact?—If she floats, most certainly.

1878. On the whole, the impression you have formed, after having read this pamphlet, is that the danger to navigation has been very much exaggerated, and that it has had the result of suggesting dangers which do not really exist to anything like the extent suggested?—That is precisely the conclusion that I have come to.

1879. (*Sir Courtenay Boyle.*) Does the report show danger from spars?—No definition is given of the word "derelict" as used, but I understand it to mean "ship, or large part of a ship." Some of the vessels recorded struck spars. Of course a spar upright in the water on the bottom is a nasty thing to meet with.

The witness withdrew.

At the close of Captain Wharton's evidence Mr. Trevor handed in a Return received by the Board of Trade from the Commissioners of Northern Lighthouses, of wrecks reported to and dealt with by them during the five years ended 31st March 1894,* and a similar Return received from the Commissioners of Irish Lights.*

An analysis of these Returns, showing the floating wrecks only, was handed in by Sir G. Nares.†

* *See* Appendix C., pp. 84–87.
† *See* Appendix D., p. 90.

NINTH DAY.

At the Office of the Board of Trade, Tuesday, July 3rd, 1894.

PRESENT:

REAR-ADMIRAL LORD WALTER KERR IN THE CHAIR.

Sir GEORGE NARES, K.C.B., F.R.S. | Captain W. J. L. WHARTON, R.N., F.R.S.

J. WADDON MARTYN, Esq., *Secretary.*

Captain GEORGE BEALL called and examined.

Captain G. Beall.

1880. (*Chairman.*) Will you tell us what office you hold under the Board of Trade?—Principal Examiner of Masters and Mates.

1881. Have you any other special duties?—I take charge of the notices to mariners, and edit the Monthly Summary for the Board of Trade under Sir George Nares.

1882. You are the principal agent for distributing information?—Yes, and compiling it.

1883. That is information as to wrecks, derelicts, ice, and, in fact, anything that is reported?—Yes.

1884. Will you tell us shortly what the procedure at present is with regard to the dissemination of information?—Prior to 1885 Notices to Mariners, published by the Admiralty, were distributed by the Hydrographic Department, Admiralty, to superintendents of shipping offices, custom houses, chart sellers and correctors, and other authorities in the United Kingdom interested in and connected with merchant shipping. In the beginning of that year (1885), at the request of the Hydrographic Department, the distribution to these offices and authorities was undertaken by the Board of Trade, the Admiralty continuing to distribute the notices to the various officials, &c., interested in naval matters. About July 1885, it having been gradually forced upon the Board of Trade that the system of distributing notices on separate slips was defective, and that mariners rarely, if ever, got them, a committee was appointed to consider the best means of dealing with them. It was then decided to compile the notices, and publish them collectively in the form of a monthly summary, each summary to contain all the notices issued during the previous eight months, so as to insure that the summary —a copy of which is given to each foreign-going vessel before sailing—should contain all the information published subsequent to the date of the summary lying at the consulates, &c., abroad, and thus not break the continuity of information in the case of long-voyage vessels, in the event of their not having got the notices from any other source.

1885. Have you got a sample of the summary?—Yes.

1886. We should like to see an example of the Monthly Summary?—This (*handing in same*) is one for the home trade, and this (*handing in another*) is one for foreign-going ships. At present all the Admiralty slips are distributed at once, as published, to all shipping offices, custom houses, and other authorities interested in shipping in the United Kingdom.

1887. (*Captain Wharton.*) Is that the single ones?—The single slips. They are also distributed to a few foreign

Captain G. Beall.

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ports, in all about 116 addresses (but I may say that one of those addresses is the Custom House, London, and they distribute it to about 103 other Custom Houses, so that practically we have 219 addresses), those notices relating to foreign parts by the Board of Trade, and those relating to the coasts of the United Kingdom by the Trinity House (at their special request, as they wished to take part in the work). In very important and urgent cases, such as newly-discovered rocks, shoals, &c., these notices are sent abroad at once, marked "very important," to the consuls at all the principal foreign ports, and the colonial officers at the principal colonial ports, at which any out-going vessel might be affected by the danger. Formerly, all these notices were sent to the ports at which out-going vessels might be affected, but this was discontinued in February 1886, as it was deemed unnecessary and useless. Indeed, the consul at Havre wrote to the Board of Trade, imploring them not to send the Admiralty slips any more, as he was literally flooded out of his office with them, and they were quite useless, as shipmasters never looked at them, although prominently displayed. In short, he had never in the whole of his experience known a shipmaster to look at them. He suggested that the issue of the notices be confined entirely to the Board's Monthly Summary, which he commended. A committee sat on the subject, and it was decided not to send the slips to foreign ports, excepting the urgent and important ones, but to continue the distribution to the authorities in the United Kingdom.

1888. (*Chairman.*) With regard to that, who decides what is of sufficient importance?—I do that. I look at them, and decide. I do that specially. Besides issuing these notices, the Board of Trade send all important and urgent notices, copies of telegrams received, &c., at once to Lloyd's and the "Shipping Gazette" for their information, who, I understand, when necessary, wire the information to their agents abroad, besides making it known at home. That is about the history of it. Shall I give the number of addresses?

1889. I think we had better have them?—The summary is distributed every month to the following authorities:—133 superintendents of mercantile marine offices, 100 private addresses, shipping bodies, &c., 137 colonial officers, 549 consuls abroad (British), 17 foreign hydrographers—936, total for foreign-going summaries; 103 collectors of customs, 18 private addresses—121, total for home trade summaries; 1,057 addresses in all.

1890. Is there any necessity for having the two summaries separate?—Yes. We print the first 26 or 30 pages for the home trade, which takes in between Brest and Elbe, and therefore if we gave the coasting and home trade vessels the foreign information it would be all waste.

1891. You mean the foreign summary comprises the whole?—Yes, it takes in the whole world. That makes a total of 1,057 addresses that we send the notices to mariners to. For foreign-going vessels we send about 2,800 copies to the superintendents of the mercantile marine offices of the United Kingdom for distribution to masters and others (all masters should receive a copy on signing articles, or at any other time on application to the superintendent).

1892. With regard to that, do they do so?—Yes.

1893. Any vessel clearing a port receives a summary?—Yes, at the same time as the official log-book which the superintendent has to hand over to the master, so that he must get it.

1894. That is very important?—Of course they may miss giving it out sometimes, but they ought not to do so.

1895. Is that a Government order?—Yes.

1896. That every vessel clearing a port receives the last summary of all known dangers?—Yes, that is the standing order.

1897. For the last eight or nine months?—Yes, from eight to nine months it contains information for. Besides the 2,800 copies, about 550 copies are sent to the various Indian and Colonial authorities for the inspection and information of shipmasters abroad. Those are lodged in the shipping offices, and the captain can go up to the offices and inspect them.

1898. That is at the Colonial ports?—And foreign ports—all over the world.

1899. (*Captain Wharton.*) They are not for issue?—No, merely for inspection.

1900. (*Sir George Nares.*) But any captain taking an interest in these matters could obtain a copy, I presume?—Yes, there is no doubt about that. We do not send such a large number to offices abroad as we do to offices in this country, of course.

1901. (*Captain Wharton.*) As a fact, your regular issue is confined to ships sailing from the United Kingdom?—Yes, that is the direct issue. Then we send 1,670 copies to our consuls and vice-consuls (generally three to each, more in some cases), about 45 to foreign hydrographers, and about 200 copies to various shipping and local bodies in the United Kingdom. Then with regard to the home trade and coasting vessels, we send monthly about 6,000 copies of the home trade summary to the collectors of customs at the various ports in the United Kingdom for distribution to masters and others in the home and coasting trade.

1902. (*Chairman.*) They in the same way, I suppose, receive one of these summaries?—Yes, at the custom houses invariably.

1903. And there is always a custom house agent, I suppose, at all the ports?—Yes, at all the ports. We made inquiries at first and we found that was the best place to distribute them. Mercantile marine offices for foreign-going ships and custom houses for home-trade ships. Altogether we distribute 11,350 foreign-going summaries and home-trade summaries during the month.

1904. (*Sir George Nares.*) What notice is given to masters of this distribution, and of the facilities given them on their homeward voyage to obtain the most recent information that can be given?—On the face of every foreign-going summary we have these words:—"Copies of this summary, corrected monthly, will be "issued at all the Mercantile Marine Offices in the "United Kingdom to masters of *Foreign-going ships*, "free of charge. Copies are sent to the Government "shipping office at each Colonial and Indian port, and "to the British Consulate at each foreign port for the "inspection of mariners who may not be in pos-"session of the latest summary. All the 'Notices to "'Mariners' issued subsequently to the date of publi-"cation of the latest monthly summary are kept at "all the Mercantile Marine Offices and Custom Houses "in the United Kingdom for the inspection of mariners "and others interested, until they are inserted in the "next monthly summary." Then it is advertised also in the Signal Book, and several other places, and in the Official Log-book there is also a notice.

1905. Then, practically, there is no excuse for masters not being aware of the action that the Board of Trade take?—No, no excuse whatever. They all know about it, but they do not pay so much attention as they ought to.

1906. (*Chairman.*) Now, I think you had better complete your statement by telling us how you get the information?—The summary is compiled from: (1) All Admiralty slips published by the Admiralty. (2.) All notices issued by authorities in the United Kingdom, such as the Trinity House, Irish Lights Commissioners, Northern Lighthouse Commissioners, Hull Trinity House, &c., &c. (3.) Notices received from Indian and Colonial Governments that are important to mariners. (4.) The important information in all notices in English received from foreign Governments, such as the United States, Japan, China, Batavia, &c., &c. (5.) All foreign notices in foreign languages are gone through, and any important ones translated and inserted. (I may say that I go through these and pick out any that I think sufficiently important for translation, and then they are put in the summary.) (6.) All communications from our consuls at foreign ports. (7.) Notices taken from papers such as the "Shipping Gazette," &c.

1907. You say that all information received from consuls at foreign ports. Is there any organised system of receiving information, or do the individuals having the information act on their own initiative?—The consuls have instructions to send notices of all impediments to navigation, changes in lights, &c., to the Board of Trade.

1908. If any captain arrives at a port and states that he has seen a danger the consul would, as a matter of course, forward that?—Yes, he should send it home, and post it up on the spot.

1909. It seems that a weak point is that there is nothing to insure that the captain should give information to the consul?—No, there is nothing, but I pro-

pose that something should be put on the face of the summary for that.

1910. That might be a blot on an otherwise very well organised system?—Yes.

1911. Then how long do you keep the information, or how far back do these summaries go?—Practically about nine months, and sometimes notices are in as much as two or three years, or even more when they are very important. We have what we call special notices that we put in month after month, and year after year, in fact.

1912. Then with regard to derelicts with which as a committee, we are more particularly concerned, what do you say?—They are only kept in for three months, and sunken wrecks are struck out when removed. I make a practice of writing round every month to the United Kingdom authorities to ask if sunken wrecks have been removed.

1913. I presume that if a derelict is again reported you continue it?—Yes, if we get a notice of it.

1914. But if a derelict is reported, and then not reported again, you strike it out at the end of three months?—That is so. Besides our distribution there are local notices issued at various home and foreign ports, which are posted up at the shipping and consular offices for general information, and all masters should make themselves acquainted with the contents before leaving port. The notice *re* ice in South Atlantic was first inserted in the July Summary 1892, and continuously ever since.

1915. But previously to July 1892 what do you say?—We had no notice previous to July 1892.

1916. Have you formed any opinion as to the possibility of destroying derelicts?—I have thought that matter over and I have jotted a few remarks down here, which, perhaps, I had better read.

1917. Yes. They had better perhaps be brought out?—Of course, if derelicts could be all sunk there could be no doubt it would be most desirable to do so, and, in addition to the action already taken by Her Majesty's vessels and by the Trinity House, masters of the mercantile marine might be requested to sink derelicts when they meet with them or whenever possible; but giving notice or a list of them, unless they are close at hand, is of little or no value. In the case of a sunken wreck, rock, or shoal, &c., a master can shape his course to clear it, but in the case of a floating derelict it would be exactly the opposite, indeed, the only sure way of going clear of it would be to steer exactly over the spot where it was last seen, as it would then be almost sure to be miles away. Therefore endeavouring to give it a wide berth would most likely be the very way to strike it, as it would be impossible to see it at night if only just awash. Again, if it were well out of the water it would be seen just as well as a small vessel without lights by the ordinary lookout without any notice of it being given at all. When derelicts are reported as close at hand the Collector of Customs or other Department receiving the report might telegraph it to the Board of Trade, who could then send the information on to Lloyd's and the "Shipping Gazette," as is now done with other urgent notices. I have jotted a few remarks down and made a report to Sir George Nares about this matter, if you would like to hear that. It bears more particularly on derelicts.

1918. Do you mean the letter that you have written to Sir George Nares?—Yes.

1919. You have drawn up a statement here showing the number of derelicts and sunken vessels given in the summary issued each month during the year 1893?—Yes.

1920. You distinguish derelicts from sunken wrecks?—Yes.

1921. I see the derelicts are few, whereas the sunken wrecks are many?—Yes.

1922. Will you say what you mean by a sunken wreck?—We get notice of wrecks that are sunk. We may have the masts above water, but we include in the term anything that is sunk on the bottom really

1923. A sunken wreck is not a moving danger?—No, a stationary one.

1924. And those are always in the neighbourhood of the coasts or almost invariably in shallow water?—Yes, in shallow water. We get notices of them from different parts of the world and put them all in.

1925. Presumably, being in shallow water they are not such a great danger?—Some of them might be dangerous.

1926. But they are out of the line of the ocean routes?—Some of them are not altogether. There are some in the Channel and in the North Sea, pretty well out from the coast. Of course, they are not so dangerous as they would be if in the direct route.

1927. Would they be out of the line of the Atlantic routes?—Yes.

1928. To make it clear, when you refer to them in the North Sea you mean they are dangerous, but not in the line of the Atlantic routes?—That is so.

1929. Supposing any special danger is reported, say, for instance, that a rock is suddenly discovered on the line of any special trade route, what steps would you take to report it?—We immediately send out the Admiralty slip, which would be sure to be published by the Admiralty, to all the ports abroad at which any outgoing vessel might be likely to be affected by it, and we mark on the outside, "Very important." That is our usual course.

1930. You would not telegraph, would you?—We never telegraph. I do not see how it would be possible to telegraph to all the ports; because, for instance, in the case of the ice notices we sent notices to 60 places, and that would mean 60 telegrams abroad.

1931. (*Sir George Nares.*) But is not it done through Lloyd's? For instance, do you remember the case of the discovery of the Avocet Rock in the Red Sea?—Yes; Lloyd's did telegraph, I think.

1932. That was telegraphed all over the world through Lloyd's?—By Lloyd's and the underwriters.

1933. (*Chairman.*) In fact they, in their own interest, undertake to communicate by telegraph any very important thing of that kind?—Yes. I send all the important news to Lloyd's and the "Shipping Gazette," and they take means to distribute it by telegraph or otherwise. Every important thing I send to Lloyd's.

1934. And the same information is embodied in your next month's summary?—Yes, that is if it is a thing that affects the next month. It might be temporary, and then I should not.

1935. The next question I should like to ask you is—how long have you been carrying on this work?—Since 1885—nine years.

1936. Have you any suggestions to make with regard to improving it or hastening the transmission of information?—I do not see that it could be improved at all. For instance, we send the information out to these 220 places in the United Kingdom as soon as we get the news, and we send this Monthly Summary abroad. Of course it is impossible to give the information so soon abroad.

1937. Again, I will take an instance. A rock, we will suppose, has suddenly appeared five miles west of Cape Finisterre; it is observed and reported by a vessel arriving at Liverpool three days afterwards. That, of course, would be a very important danger?—It would.

1938. What would happen then?—They would immediately report that to the Customs, and the Customs would report it to the Board of Trade, and I should immediately send it over to the Hydrographer.

1939. What is the actual process of reporting; is the telegraph used?—No, I do not think the telegraph is used as a rule.

1940. (*Sir George Nares.*) But it would be in a case of that kind?—Yes, it would in such a case.

1941. (*Chairman.*) Would the captain, as a matter of course, immediately on arrival report that to the Custom House?—No doubt whatever.

1942. But it is not subject to any order?—No; no order.

1943. (*Sir George Nares.*) I think there is a fee, payable to the receiver, to induce him to obtain such information from masters?—I could not speak to that.

1944. (*Chairman.*) Having received this important information, the Board of Trade communicates it by telegraph, we will assume, but to whom?—To Lloyd's and to the "Shipping Gazette." They publish it in their paper, and they would also telegraph to the different ports.

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1945. As a matter of fact the Government Department does not of itself give that notice to any office direct by telegraph?—No, not by cable. The Board of Trade may; I do not.

1946. (*Sir George Nares.*) The Harbour Department of the Board of Trade telegraphs it to everybody interested at once?—That is so, but I was speaking more particularly of myself.

1947. (*Chairman.*) What I want to know is whether when an important danger is discovered the Board of Trade, in as short a time as possible, gives notice to the proper places?—The Harbour Department of the Board of Trade do that, I believe.

1948. (*Sir George Nares.*) I may say that the information Captain Beall obtains comes first to the Harbour Department of the Board of Trade, and then it is sent on to Captain Beall for compiling in his monthly summary. But in addition to that, the Harbour Department of the Board of Trade telegraphs it to all interested. The most numerous cases are those of wrecks occurring near our own coast; these are at once telegraphed down to the Trinity House or to those whose business it is to watch that part of the coast. That is constantly going on. If the notice is not a special one, then the information is given by letter?—Anything that comes from the Marine Department in that way I send to Lloyd's and the "Shipping Gazette"; but of course, as I say, I was only speaking for myself when I spoke about telegraphing. I have no authority, personally, for telegraphing.

1949. (*Chairman.*) Then I understand you cannot suggest any improvement of this Monthly Summary?—I could suggest a few improvements on the face of it for instructions to masters and that sort of thing, which I have written down here now. It is a matter of detail perhaps.

1950. Will you state them—what are the suggestions you propose to make?—With regard to paragraph 4 of this print on the face of the foreign-going vessels summary I would suggest that these words be put: "Any case of inability to obtain information from this "source should be reported to the Board of Trade." That is to ensure that the consuls and the Government shipping offices did really keep these notices so that mariners could refer to them conveniently. I think that is very necessary. At the present time we assume that they do it. Then at the end of the first page I would suggest that these words be put: "Masters of vessels on "their arrival in port should also report immediately "any derelict, new danger to navigation, or change, met "with during the voyage. Forms are supplied for this "purpose which should be filled up and handed in to "the Custom House at a home port, or the British Con-"sulate or Colonial Shipping Office abroad." I think that that would be a very good thing. It is not pointed out to master mariners at present. The Lighting Authorities are requested to do it, but not masters of ships.

1951. Have you any reason to suppose that the information contained in this summary is not properly disseminated?—No, nothing whatever. I have not heard that it is not. But I daresay many masters would not take the trouble or consider it their duty to report to the Board of Trade if they could not get the information. That is my opinion. I think if the few words suggested were put on the face of it it would keep them alive to it.

1952. (*Captain Wharton.*) Do you think it would be much use putting derelicts in a publication that comes out every month?—No, I do not think it would.

1953. You say that in special cases you mark the notices to mariners that you send abroad "very im-"portant."—Yes.

1954. How long have you been doing that?—Not very long; a few months.

1955. Did you do that in the case of those Ice Reports in the South Atlantic to which you have referred?—Yes. But on the first Ice Notice I sent out I did not put "very important. The second and third time I sent them out I did put it on.

1956. It is being done now, I understand?—Yes, it is being done now. On the last two notices we sent out we put it.

1957. Are you placing any derelicts in your summary here other than those which are published by the Admiralty?—Yes; if we get them from any other source we put them in.

1958. You are separately collecting?—Yes. Of course we take other notices besides the Admiralty notices, and we include those with the others.

1959. Then you are acting independently of the Admiralty in connexion with derelicts?—Yes. If we receive any notice from any other foreign places we put it in, or if we receive it from any other body or authority in England we put it in.

1960. Do you exercise any discretion as to whether you will put them in or not?—Yes. For instance, if I see any on the United States Pilot Chart that have been seen a couple of months ago, I say do not put them in, because it would be only a waste of paper; but if it is one that has been seen very recently I say put it in for a month or two, and in fact I keep it in for three months to be on the safe side. But I do not think it is any good, it is only to be on the safe side really. The great difficulty we have to contend with with regard to these notices is that the masters will not look out for the information. The captain who gave evidence here the other day, I see, said he never looked at the notices at the Custom House in Sydney, although they were there.

1961. (*The Chairman.*) Would he have found information about ice if he had?—There is no doubt about it. The information has been in our summary since July 1892.

Adjourned.

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APPENDIX A.

INFORMATION received through the FOREIGN OFFICE as to STEPS which the UNITED STATES GOVERNMENT were taking or proposed to take with reference to DERELICT SHIPS.

Foreign Office,
January 30th 1894.

SIR,

WITH reference to the Foreign Office letter of the 19th instant, I am directed by the Earl of Rosebery to transmit to you, to be laid before the Board of Trade, a despatch from Her Majesty's Ambassador at Washington, inclosing the reply of the United States Government to the inquiry addressed to them as to any steps which the United States Government were taking or proposed to take with reference to derelict ships.

I am to request that you will move the Board to take the communication of the United States Government into their consideration, and inform his Lordship what answer should, in their opinion, be returned thereto.

I am, &c.,
(Signed) H. PERCY ANDERSON.

The Secretary,
Board of Trade.

Enclosure 1.

No. 5, Commercial.

Washington,
January 15th, 1894.

MY LORD,

ON receipt of your Lordship's Despatch No. 48, Commercial, of 28th November last, I immediately addressed a note to the Secretary of State, inquiring, as desired by your Lordship, whether any steps are being taken by the United States Government, or are in contemplation, for the removal of derelict vessels from ocean routes, and if so, within what limits?

The matter was referred by Mr. Gresham to the Treasury and Navy Departments, and the discussion of the question has taken up considerable time, for I was unable to obtain a reply to my inquiry until yesterday, when I immediately telegraphed the substance of it to your Lordship.

I have now the honour to transmit a copy of Mr. Gresham's note and its enclosures, conveying the answer of his Government to the effect that no scheme at present exists in this country for patrolling ocean routes, for the purpose of removing or destroying wrecks and derelicts dangerous to navigation, although such impediments are destroyed by United States vessels of war when heard of, and that the United States Government are prepared to invite the principal maritime governments to consider an international agreement with that object.

I have, &c.,
(Signed) JULIAN PAUNCEFOTE.

The Earl of Rosebery, K.G.
&c. &c. &c.

Enclosure 2.

Department of State,
Washington, January 13th, 1894.

EXCELLENCY,

REFERRING to your note of the 15th ult., in which you inquire whether any steps have been taken, or are in contemplation by the United States, looking to the removal of derelict vessels from ocean routes, I have the honour to enclose herewith copies of letters received from the Secretary of the Navy and the Secretary of the Treasury showing what has been done by the United States in the matter.

If Her Majesty's Government is favourably inclined, this Government is prepared, either by taking the initiative, or by acting in concert with Great Britain, to invite the principal maritime governments to consider an international agreement for the reporting, marking, and removal of dangerous wrecks, derelicts, and other menaces to navigation in the North Atlantic Ocean outside the coast waters of the respective countries bordering thereon.

I have, &c.,
His Excellency (Signed) W. Q. GRESHAM.
Sir Julian Pauncefote, G.C.B.

Enclosure 3.

Navy Department,
Washington, January 2nd 1894.

SIR,

REPLYING to your letter of the 27th inst., enclosing a note from the British Ambassador at this Capital, inquiring whether any steps are being taken by the United States Government or are in contemplation for the removal of derelict vessels from ocean routes, I have the honour to inform you that it has been the custom of this Department, upon receiving information of the existence of a wreck, or derelict, being a menace to navigation to send a Government vessel to destroy the same, but no scheme has been formulated for patrolling ocean routes to keep them clear of such dangers.

The necessity of patrol has been brought to the notice of Congress by the Treasury Department.

This Department publishes weekly a Hydrographic Bulletin, and monthly a Pilot Chart, giving the latest known positions of all wrecks and derelicts reported to the Hydrographic Office through its officer and other sources. These bulletins and pilot charts are furnished free of charge to masters of vessels, and are posted in all seaboard cities, where they can be consulted by those interested.

Very respectfully,
(Signed) H. A. HERBERT.
Secretary of the Navy.

The Hon. The Secretary of State.

Enclosure 4.

Treasury Department,
Office of the Secretary, Washington,
January 10th 1894.

SIR,

REPLYING to your letter of the 5th inst., enclosing a copy of the note of the British Ambassador at this Capital, inquiring whether any steps are being taken by the United States Government or are in contemplation, looking to the removal of derelict vessels from ocean routes, and if so within what limits, I have the honour to state that in accordance with the suggestion of this Department, Congress at its late extraordinary session passed the following joint resolution, which was approved by the President, October 31, 1893:

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be, and he is hereby, authorised to make with the several governments interested in the navigation of the North Atlantic Ocean an international agreement providing for the reporting, marking, and removal of dangerous wrecks, derelicts, and other menaces to navigation in the North Atlantic Ocean outside the coast waters of the respective countries bordering thereon."

Your attention is respectfully invited to a copy of a letter of the Secretary of the Treasury recommending the adoption of said resolution, dated October 2, 1893, and printed on p. 51 of the *Report of the Commissioner of Navigation for* 1893, a copy of which report is herewith transmitted.

For a general discussion of the question of the removal of derelicts and other menaces to navigation, leading up to the subject matter of the joint resolution, you are respectfully referred to p. 24, and following of the same report.

No steps, within the knowledge of the Treasury Department, have been taken looking to the execution of the provisions of the resolution mentioned.

It may be proper to state, however, as probably coming within the scope of your inquiry, although it relates more particularly to an act of this Department, that the Secretary of the Treasury, under date of June 13, 1893, addressed the following circular letter to collectors of customs and others, pertaining to the subject of wrecks and derelicts.

"To facilitate the removal of wrecks and derelicts along the coasts and in bays, harbours, and other navigable waters of the United States which are a menace to navigation, masters of merchant vessels and

officers of revenue marine cutters, of vessels and officers of the Lighthouse Establishment and of the Coast and Goedetic Survey, are directed to keep a look-out for such dangerous wrecks and derelicts in the waters in their regular course. The officers observing them will make report direct to the Commissioner of Navigation, Treasury Department, Washington, D.C. Such report should embrace as accurate a description of the wreck or derelict as possible; its locality, the class of vessel, name, official number, and home port if it can be ascertained, whether sunken or a floating wreck, and if abandoned, apparently how long, and if in the fairway of any channel, sound, or harbour, and any other material facts, which should be communicated to the Department relating to the matter."

In response to this circular many reports have been received and acted upon as circumstances have warranted. Replying to that part of your inquiry relative to what may be in contemplation by the United States Government, looking to the removal of derelict vessels from ocean routes, I have the honour to state that this Department will be pleased to co-operate with the Department of State, so far as it may properly do so, in bringing about the agreement contemplated in the joint resolution indicated.

Respectfully, &c.
(Signed) J. G. CARLISLE.

The Hon. the Secretary of State.

APPENDIX B.

(*Handed in by Mr. Jaffe, Q. 225.*)

MONTHLY LIST OF DERELICTS.

COMPILED for the "JOURNAL OF COMMERCE," February 1894.

The following is the latest report of derelict ships, with their positions (approximate) when last seen. Captains who may be navigating in the vicinity will do well to mark on their charts the positions of those that lie in or near their proposed track:—

Name of Derelict.	Lat. N. Deg.	Long. W. Deg.	Last Date seen.	Name of Derelict.	Lat. N. Deg.	Long. W. Deg.	Last Date seen.
Ingeborg	59	12	Nov. 19	Lady Lisgar	43	55	Nov. 27
Bahama	53	34	Dec. 4	P. S. Roberts	43	59	Jan. 15
Capsized ship	51	20	Nov. 20	Capsized ship	43	61	Dec. 1
" "	51	32	Dec. 19	Brig	42	9	Nov. 16
" "	50	7	Nov. 20	Capsized ship	42	25	Dec. 6
Adler	50	13	Nov. 20	Helene	42	42	Dec. 10
Alma	50	18	Dec. 18	Orion	42	52	Nov. 27
Forest	50	19	Dec. 22	Barque	39	63	Nov. 17
Capsized ship	50	30	Nov. 25	C. E. Young	39	67	Nov. 26
Havelock	49	12	Jan. 21	Capsized ship	37	52	Dec. 25
Iron ship	49	13	Nov. 27	F. S. Warren	37	71	Nov. 13
Vessel burning	49	16	Nov. 25	Capsized ship	36	64	Jan. 1
Schooner	49	35	Dec. 10	C. A. Coulomb	35	76	Dec. 2
Capsized ship	48	6	Jan. 17	R. P. Chandler	34	54	Dec. 23
J. Daniel	48	10	Jan. 7	Faro	33	45	Nov. 14
Ilpotar	48	41	Nov. 30	Schooner	33	72	Jan. 4
A. N. Berlin	47	7	Nov. 20	Capsized ship	33	75	Jan. 1
Atalanta	47	7	Nov. 20	—— ?	32	69	Nov. 20
Axel Mauritz	47	13	Nov. 19	Brigantine	30	29	Dec. 8
Capsized ship	47	33	Nov. 21	Capsized ship	30	77	Nov. 15
Ane Cathrine	46	8	Nov. 25	—— ?	30	80	Dec. 13
Else	46	16	Jan. 17	F. E. Wolston	29	71	Dec. 16
Vikingen	45	7	Nov. 20	Capsized ship	27	70	Dec. 12
Barque	45	30	Dec. 13	" "	27	76	Dec. 10
Saigon	44	45	Nov. 1	F. C. Kimber	26	73	Nov. 30
Capsized ship	44	65	Nov. 20	Comorin	25	68	Nov. 22
Neptunus	43	23	Jan. 10	Schooner	18	56	Dec. 31

APPENDIX C.

No. 1.

(*Handed in by Mr. Trevor, Q. 431.*)

RETURN forwarded by the TRINITY HOUSE to the BOARD of TRADE, on 18th APRIL 1894, of WRECKS REPORTED to and DEALT WITH by the TRINITY HOUSE since 31st MARCH 1889.

Those marked "L.B." are dangerous to Lifeboats only, and dealt with under "The Removal of Wrecks" Act, 1889.

No.	Year.	Month.	Name of Wreck.	Position.	Sunk or Floating.	How dealt with.
1	1888	Dec.	"Astracana" -	Off Beachy Head - -	Floating -	Towed to Medina River, Isle of Wight, and subsequently destroyed.
2	1889	April	Unknown - -	Off Tongue Light-vessel -	Sunk - -	Searched for, but only small portion of floating mast found.
3	,,	,,	"Howden" -	At entrance to Penarth Rocks.	Grounded -	Pumped out and taken to Cardiff.
4	,,	,,	"Libra" - -	Off Outer Dowsing - -	Sunk - -	Dispersed.
5	,,	May	Unknown - -	Off W. Hinder Light-vessel.	,, - -	Spars cleared away, no further obstruction.
6	,,	,,	"Victoria." L.B.	Off Cromer - - -	,, - -	Dispersed.
7	,,	,,	"Marchioness of Londonderry."	Off Whitby - -	,, - -	No obstruction in 30 fathoms.
8	,,	,,	Pilot boat - -	Off Spurn - - -	,, - -	In 10 fathoms, no action.
9	,,	,,	"Cowena" -	Off Sandgate - - -	,, - -	Searched for, but nothing found.
10	,,	,,	Unknown - -	Off Portobello Coast Guard.	,, - -	Spar taken away, no further obstruction.
11	,,	,,	"Perseverance" -	Near S. Winterton Ridge Buoy.	,, - -	Masts and spars, &c., cleared away.
12	,,	June	"Hero" - -	Bideford Bay - - -	,, - -	Masts and spars cleared away.
13	1888	May 1st rept. June	"Andromada." L.B.	On Cross Sand - -	,, - -	Dispersed by War Department.
14	1889	Unknown	- -	Near Mull of Galloway -	Floating -	In Northern Commissioners' jurisdiction. Warning notice issued.
15	,,	July	"Peter Hellene." L.B.	In Penzance Harbour -	Sunk - -	Dispersed.
16	,,	,,	"Mozart" - -	On Haisbro' Tail - -	,, - -	Dangerous to small craft only, cautioning notice issued.
17	,,	,,	"Bondevennen" -	In Sandown Bay, ¼ mile from shore.	Waterlogged -	Sold and hauled in shore to be broken up by purchaser.
18	,,	,,	"T.G.V." - -	Off Pwll-du-head Mumbles	Sunk - -	Sunk on broadside in 14 fathoms, no danger.
19	,,	Sept.	"Elizabeth" -	Off E. Cornwall - -	,, - -	Spars removed.
20	,,	,,	"Asia" - -	On Vyneck Rocks, Cornwall.	,, - -	No danger to navigation.
21	,,	,,	"Charles Little" -	In East Swale - -	,, - -	Dealt with by Lord of Manor.
22	,,	,,	"Harvest" - -	Entrance of River Tees -	,, - -	Referred to be dealt with by Tees Conservancy.
23	,,	,,	"Garibaldi" -	In S.W. reach - -	,, - -	Dispersed.
24	,,	,,	"James" -	On North Goldstone (Holy Island).	,, - -	Buoy laid and notice issued.
25	,,	October	Unknown - -	Near Haisbro' Light-vessel.	Reported sunken vessel.	Search made, but nothing found.
26	,,	,,	- -	Off Anglesea - - -	Sunk - -	Upper masts and spars removed and buoy laid.
27	,,	,,	"Lydia" - -	Off Hartlepool - -	,, - -	In 28 fathoms, no danger.
28	,,	,,	"Thunder" -	Off St. Govans Head -	,, - -	No danger to general navigation. Buoy laid only.
29	,,	,,	Unknown - -	Near Flambro' Head -	,, - -	(Small yacht) mast removed.
30	,,	,,	"Starling" -	Near Sunk Light-vessel -	,, - -	Dispersed.
31	,,	Nov.	"Star of Hope" -	In Dover Bay - -	,, - -	,,
32	,,	,,	Unknown - -	Off Holy Island - -	,, - -	Masts removed by Trinity House, Newcastle. No further obstruction.
33	,,	,,	Unknown - -	60 miles S.W. of Scilly -	Floating -	No action taken. Out of Trinity House jurisdiction.
34	,,	,,	"Eva" - -	Near Smiths Knoll Light-vessel.	Sinking -	Referred to superintendent to deal with.
35	,,	Dec.	Unknown - -	W. of Nash Point - -	Sunk - -	Searched for, but nothing found.
36	,,	,,	(2) Unknown -	20 miles from Shouwen bank Light-vessel.	Not stated -	Information sent to Lloyds, Customs, General Station Great Eastern Railway, and Zeeland Steamship Company.
37	,,	,,	"Sunk" Light Tender, not property of Trinity House.	Dogs Hill, near Rye -	Sunk - -	No danger to navigation, total wreck.
38	1890	Jan.	"Friendship" -	Off Flambro' Head -	Sunk after collision.	In 15 fathoms. No wreckage found.
39	,,	,,	"Florinda" -	On Hoyle Bank - -	Sunk - -	Masts and spars removed. No further danger.

No.	Year.	Month.	Name of Wreck.	Position.	Sunk or Floating.	How dealt with.
40	1890	Jan.	Unknown	24 miles from Schouwen Light-vessel. On Brown Ridge.	Sunk	Not in Trinity House jurisdiction, but notice given to Customs, Lloyds, &c. Admiralty proposed to remove masts.
41	„	„	"Arbutus"	Near Holy Island	„	None. No obstruction.
42	„	„	"Howard A. Turner."	Near Penzer point	Stranded	Towed into Penzance, S.S. "Thames."
43	„	Feb.	Unknown	Off Cape Finisterre	Floating	Hydrographer, Admiralty informed.
44	„	„	"Irex"	In Scratchell's Bay	Stranded on rocks.	No danger to navigation.
45	„	Mar.	Unknown	Off Nash Point	Floating spar	Spar removed, no further danger.
46	„	Feb.	„	Off Pwll-du-Head	Floating	Taken into Swansea by tug.
47	„	„	„	Near Scarweather Light-vessel.	„	Searched for, but nothing found.
48	„	„	„	Near N.E. Varne Buoy	Floating spars	Spars dragged away.
49	„	„	„	Off E. Goodwin Light-vessel.	Floating	Towed into Westgate and ultimately dispersed.
50	„	„	„	Near Tongue Light-vessel.	„	Not found.
51	„	„	"Coral Queen"	Off Hartlepool	Sunk	Mast pulled away, no further obstruction.
52	„	„	"Star"	On Margate Sand	„	No danger to navigation.
53	„	„	"Ville-de-Calais"	In Margate Roads	„	Dispersed.
54	„	Mar.	"Topsey"	On Halliday Flats	„	„
55	„	„	"Regina"	On Hammonds Knoll	„	„
56	„	„	"Mary Ann Hood"	Off Kilnsea	„	Masts removed.
57	„	„	Unknown	Lat. 30° 50′ N., Long. 50° 14′ 10″.	Floating derelict.	No action, not in Trinity House jurisdiction.
58	„	„	"Black Prince"	Off Skinningrove, Yorks	Sunk	No obstruction, gone to pieces.
59	„	„	"Dieppois"	On Rocks off Lands End	Stranded	No danger to navigation.
60	„	April	"Benamain"	Off Mumbles	Sunk	In 20 fathoms, no obstruction.
61	„	„	"Avoca"	Off Dungeness	„	Dispersed.
62	„	„	"Watson"	Off Skegness	„	Spar picked up.
63	„	„	Unknown	150 miles off Flambro'	Floating	Not in Trinity House jurisdiction.
64	„	„	"Euclid"	Near Hartlepool	Sunk	No obstruction in deep water.
65	„	„	Unknown	Between Inner Fern and North Sunderland.	Floating	Spar only, picked up.
66	„	„	"Brankelow"	Under Gunwallar Cliff, Cornwall.	Stranded	Out of way of navigation, and no danger.
67	„	May	Unknown	About 60 miles E.N.E. of Scarboro'.	Floating	Found and dispersed.
68	„	June	„	64 miles E. of Tynemouth	„	Searched for, but nothing found.
69	„	April	"Vinco"	Near Nore Light-vessel	Sunk	Dispersed.
70	„	„	"Polynesia"	Between Beachy Head and Birling Gap.	Stranded	No danger to navigation.
71	„	May	Various. L.B.	Off Palling	Sunk	Obstructions eventually removed where necessary.
72	„	„	Unknown	Off Sunderland	Floating	Towed into Sunderland Harbour.
73	„	„	"Alert"	Off Barry Island	„	Dispersed.
74	„	„	Unknown	Near Dover Pier	„	Wreckage picked up.
75	„	„	„	Off Point Lynas	Floating spar	Spar removed.
76	„	June	"Aulesund"	In Cardiff Roads	Sunk	Not in Trinity House jurisdiction. Dealt with by Cardiff Authorities.
77	„	„	"Maggie C."	Off Nash Point	„	Broken up by weather.
78	„	„	Unknown (2)	In Bideford Bay	„	Sufficient water to prevent obstruction to navigation.
79	„	„	"Annie" and "Agnes," L.B.	Near Donna Nook	„	Dispersed, being obstruction to lifeboats.
80	„	„	Unknown	Off Bardsey Island	Floating	Searched for, but nothing found.
81	„	„	"Thornhill"	Off Folkestone	Sunk	„
82	„	„	Unknown	In North Sea	Floating	Vessel sent in search; spars removed and hull dispersed.
83	„	July	"Beta"	Off Lavernock Point	Sunk	Dispersed (spars taken away).
84	„	„	Unknown	Near Fairlight	Floating spar	Searched for, but nothing found.

No.	Year.	Month.	Name of Wreck.	Position.	Sunk or Floating.	How dealt with.
85	1890	July	"Elizabeth" -	Abreast of Bideford Light-house.	Sunk - -	Dispersed.
86	„	„	"Alarm" - -	Near Cant Edge Buoy -	„ -	„
87	„	„	"Gulf of St. Vincent."	Near West Mouse Islet -	„ - -	On the rocks, no danger to navigation.
88	„	June	Unknown - -	Near Kentish Knock -	Floating -	Spar only found and picked up.
89	„	May	"Richard and Francis."	Off Dudgeon - -	Sunk - -	Searched for, but could not be found.
90	„	Aug.	"Admiral Tromp"	Near South Shoebury Buoy.	„ -	Dispersed.
91	„	„	Unknown - -	On Margate Sand - -	„ - -	„
92	„	Sept.	"Alice" - -	Near North Foreland -	„ -	Mast removed, no further obstruction.
93	„	Aug.	Unknown - -	Off Smalls Lighthouse -	„ - -	No danger in deep water.
—	—	—	"Vivid" - -	At Dungeness - -	„ -	—
94	„	Sept.	"Beaconsfield" -	Off Withernsea - -	Stranded -	No action considered necessary.
95	„	„	Unknown - -	Off St. Catherines - -	Sunk - -	Mast removed, no further danger.
96	„	„	"W.H.D." -	Near E. River Middle Buoy.	„ -	Dispersed.
97	„	Oct.	Unknown - -	Close to the Lizard Light-house.	„ - -	No action taken.
98	„	„	„ -	46 miles from Outer Elbe Light-vessel.	Floating -	Board of Trade, Hydrographer, Lloyd's, and Netherlands Government informed.
99	„	Sept.	„ - -	Near Winterton Ridge Buoy.	Sunk - -	Searched for, but nothing found.
100	„	„	„ -	In Bristol Channel -	Floating -	Two vessels sent to search, but nothing found.
101	„	Oct.	"Cosmopolite" -	Off Dungeness - -	Sunk - -	Masts broken away by gale; spar removed; no further obstruction.
102	„	„	Unknown - -	Near Inner Dowsing Lightship.	„ -	Searched for, but not found.
103	„	„	"Ernest" -	12 miles off Whitby -	„ - -	In deep water, on obstruction.
104	„	„	Unknown - -	Near St. Govan's Head -	Floating -	Searched for, but nothing found.
105	„	Nov.	„ -	38 miles from Lowestoft -	„ -	„ „
106	„	„	„ - -	Near Smith's Knoll Light-vessel.	Sunk - -	Spars pulled away, and wreck dispersed
107	„	„	„ -	25 miles from Scarbro' -	„ -	In deep water, no obstruction.
108	„	„	"Anna Helena" -	Near Nab - - -	„ - -	Dispersed.
109	„	„	"Balder" - -	Off Hythe - - -	„ -	„
110	„	„	Unknown -	90 miles from Scarbro' -	„ - -	No action; not in Trinity House jurisdiction.
111	„	„	„ - -	Near Galloper Light-vessel.	Floating -	Vessel sent to search.
112	„	„	"Calypso" -	Off Sandgate - -	Sunk - -	Dispersed.
113	„	„	Unknown - -	Near N.W. Patch Buoy -	„ -	Spars pulled away.
114	„	„	"Ada" - -	Near Nore Light-vessel -	„ - -	Searched for, but could not be found.
115	„	Dec.	Unknown - -	In Lat. 56° 15′ and Long. 3° 43′ E.	Floating -	Board of Trade and Admiralty informed.
116	„	„	„ - -	Off Leman Buoy - -	Sunk - -	Dispersed.
117	„	„	"Roldal." L.B. -	On Scroby Sand -	„ -	Dispersion deferred by Board of Trade.
118	„	„	"Enterprise." L.B.	At Peuman - -	„ - -	In local jurisdiction; authorities communicated with.
119	„	„	"Mary Johnston"	Near St. Catherines -	Floating -	Searched for, but could not be found.
120	„	„	"Oregon" - - -	Off Bolt Tail - -	Sunk - -	„ „
121	„	Nov.	"John Watts" -	Near West Rocks Buoy -	„ -	Dispersed.
122	1891	Jan.	"Caroline R. de Massey" "Thessaly."	Near Folkestone - -	Sunk - -	Masts removed.
123	„	„	"Glance and Glide"	Off North Foreland -	Sunk after collision.	Both dispersed.
124	„	„	"Idris" - -	Near Gull Light-vessel -	Sunk - -	Wreck subsequently drove on shore and broke up.
125	„	Feb.	"Arndilly" -	Off Thorpeness - -	„ -	Dispersed.
126	„	„	"Jane" - -	Near English and Welsh Grounds Light-vessel.	„ - -	Spars removed. Not in way of navigation.
127	„	„	Unknown -	Near East Goodwin Light-vessel.	„ -	No obstruction to navigation. Superintendent instructed to watch.

No.	Year.	Month.	Name of Wreck.	Position.	Sunk or Floating.	How dealt with.
128	1891	Feb.	Unknown	Off Outer Elbe Light-house.	Sunk	Not in Trinity House jurisdiction.
129	„	„	"Sirius." L.B.	Off Thorpeness	„	Dispersed.
130	„	„	Unknown	In Swin	„	No action taken.
131	„	March	„	Off Selsea Bill	„	Searched for, but nothing found
132	„	„	„	Near Gabbard Light-vessel.	„	Steam vessel instructed to search
133	„	„	"Mary and Emily"	In S.W. Reach	„	Dispersed.
134	„	„	"Advance"	Near Lynn Well Light-vessel.	„	Superintendent, Yarmouth, instructed to take necessary action.
135	„	„	"Lord Exmouth"	Off Flambro' Head	„	No action taken.
136	„	„	"Amy." L.B.	On Whitby Rock	„	In jurisdiction of Whitby Harbour Trustees, who will have it removed.
137	„	Feb.	"Erith"	In the Warp	„	Dispersed.
138	„	„	"Danmark." L.B.	Off Palling	„	„
139	„	March	"George and William."	Off Rye Harbour	„	In jurisdiction of Rye Harbour. Vessel subsequently disappeared.
140	„	„	Unknown	Near Goodwin Sands	Floating	Searched for, but could not be found. Is believed to have gone ashore on French Coast.
141	„	„	„	At entrance to Humber	Mast only	Superintendent, Yarmouth, instructed to see to.
142	„	„	"Alert"	Off the Dudgeon	Sunk	Superintendent instructed to search.
143	„	„	"Happy Home"	Near Nore Light-vessel	„	Raised by owner.
145	„	April	"Meredith"	Off Seaham	„	Searched for, but nothing found.
146	„	„	"Union"	On the beach, near Alnmouth.	Stranded	No danger to navigation.
147	„	„	Unknown	Near Berwick	Sunk	Supposed to have foundered, no further report received
148	„	„	„	In the Shipway (Thames)	Floating	Searched for, but nothing found.
149	„	„	„	Off Clevedon	Sunk	Searched for, but nothing found. Subsequently reported that spars had been dragged out by an anchor dredger.
150	„	„	„	Near "Royal Sovereign" Light-vessel.	„	Reported to be barge without masts, and therefore no danger.
151	„	„	"Glamorgan"	Off Varne Light-vessel	„	Masts and funnels removed, no further obstruction.
152	„	„	Unknown	Off Folkestone	„	Searched for, but nothing found.
153	„	May	„	Near Lynn Well	„	Supposed wreck only, no detailed report received.
154	„	„	"Esther"	Near Flatholm	„	Mast removed, no further danger.
155	„	„	"Elizabeth." L.B.	Off Winterton	„	Remains removed.
156	„	„	"Cambria." L.B.	On Cross Sand	„	Subsequently dispersed.
157	„	„	Unknown	On Hats Rocks Smalls	„	No action considered necessary.
158	„	„	„	Near Lizard	Mast only floating.	Telegraphed to Superintendent to see to.
159	„	June	"Midge"	Off Old Castle Point, Isle of Wight.	Sunk	Spar removed, no further danger.
160	„	„	"Cid"	On Pommier Rock, near Caskets.	Stranded	News published by Lloyds.
161	„	„	"Ferncliff"	Off Bournemouth	Sunk	39 feet of water over it.
162	„	July	"Dunholme"	Near Dover	„	Masts removed.
163	„	„	"Dove." L.B.	On the beach at Porthonstock.	Stranded	Bought and removed by coxswain of lifeboat.
164	„	„	"Lorma"	Near South Sand Head Lightship.	Sunk	Dispersed.
165	„	„	"Various." L.B.	On Goodwin Sands	„	„
166	„	Aug.	"Theodora"	On Redcar Rocks	Stranded	No danger to navigation.
167	„	Sept.	"Maren"	Between Aldbro' Ridge and Orfordness.	Floating	Dispersed.
168	„	„	Unknown	Between Cromer and Dudgeon.	Supposed sunken spar.	No action taken, there being no definite report.
169	„	„	"Present Help"	On Haile Sand, Lincoln	Sunk	Wreck subsequently broken up.
170	„	„	Unknown	Floating, off Crow Island	Floating	Wreckage removed.
171	„	„	„	Off Portland	„	Searched for, but nothing found.
172	„	„	„	On South Barnard Sand	Sunk	Obstruction removed.

No.	Year.	Month.	Name of Wreck.	Position.	Sunk or Floating.	How dealt with.
173	1891	Sept.	"Ambassador"	Off Portland	Sunk	Searched for, but not found.
174	"	"	Unknown	In Cardigan Bay	"	"
175	"	"	" L.B.	On Hooksand, Poole	"	In jurisdiction of Poole Harbour Trustees.
176	"	Oct.	"	Near South Sand Head	"	Searched for, but nothing found.
177	"	"	"	In Lat. 54° 20′ N., Long. 5° 14′ E.	Floating	Not in Trinity House jurisdiction.
178	"	"	"	Off South Foreland	Sunk	Out of way of navigation.
179	"	"	"Alabama"	Near Scrapsgate	"	Subsequently raised by owner.
180	"	"	"Foxgrove"	In Jenkin Swatch	"	Raised by owner.
181	"	"	"Oliver Cromwell"	On Foulness Sand	Stranded	Got off and towed into River Colne by tug.
182	"	"	Unknown	Near Dudgeon	Sunk	Spars and masts removed.
183	"	Nov.	"Margaret and John."	On Cross Sand	Sunk after collision.	No action taken.
184	"	"	"Viceroy"	Off Godrevy	Sunk	No danger to general navigation.
185	"	"	"Benvenue"	Off Sandgate	Sunk	Blown up (in 1892).
186	"	"	Unknown	On Aldbro' Beach	Stranded	Not in way of navigation.
187	"	"	"Zephyr"	Off Roker Point	Sunk	Dealt with by River Wear Commissioners.
188	"	"	Unknown	Off Cockle	Floating	Towed inshore and dispersed.
189	"	"	"	35 miles E.N.E. of Smiths Knoll.	Floating derelict.	Searched for, but nothing found.
190	"	"	"	Off Southwold	Floating	"
191	"	Dec.		Near Inner Gabbard Buoy.	Sunk	Instructions to superintendent to search.
192	"	"	Unknown	Off Folkestone	"	Searched for, but nothing found.
193	"	"	"Mary Ann"	Near Nore	"	Dispersed.
194	"	"	"Dominion"	Near Blyth	Stranded	Subsequently floated off.
195	"	"		Near Sully Island	Sunk	Subsequently broke up.
196	"	"	"Torbay Lass"	In Penzance Bay	"	"
197	"	"	"Sarah Ann"	Off Spurn	Derelict	Searched for, but not found.
198	"	"	"Winefred." L.B.	Off Aldbro'	Sunk	Subsequently dispersed.
199	"	"	Unknown. L.B.		"	Dispersed.
200	"	"	"Meteor." L.B.	Off Grimthorpe	"	In jurisdiction of Humber authorities.
201	"	"	"India"	On Shoebury Sand	"	Vessel subsequently raised.
202	"	"	"Enterkin"	On Galloper Sand	"	No action considered necessary. No danger to general navigation.
203	"	"	Unknown	Near Amelaud	Floating	Not in Trinity House jurisdiction.
204	"	"	"	Off Spurn Light-vessel	Sunk	Masts and spars removed.
205	1892	Jan.	"	1 mile S. of Wielinger Light-vessel.	"	Not in Trinity House jurisdiction, but intimation sent to various authorities.
206	"	"	"Crystal"	At mouth of Tyne	"	Dealt with by Tyne Commissioners.
207	"	"	Unknown	Near Chester Bar	"	Searched for, but nothing found.
208	"	"	"Dowse"	Off North Foreland	"	No danger to navigation.
209	"	"	"Lima"	Near Souter Point	"	"
210	"	"	"Wellington"	In the Tyne	"	No action by Trinity House; not in their jurisdiction.
211	"	Feb.	"Louisa"	Off the Owers	"	Agreement made with salvors, who removed all obstruction.
212	"	Jan.	"Hannah and Joseph."	Off Rhyl	"	Spars removed; no further obstruction.
213	"	"	Unknown	Near Princes Channel Light-vessel.	"	Searched for, but nothing found.
214	"	"	"	Near Dudgeon Light-vessel.	"	"
215	"	"	"George Lockett"	Off Highweere Point, Bristol Channel.	"	Dispersed.
216	"	"	"Eider"	On Atherfield Ledge, Isle of Wight.	"	No danger to navigation. Vessel subsequently raised by owners and taken to London.
217	"	"	"Yorkshire Lass"	Off Chichester Harbour	"	Dispersed by Messrs. Gann under agreement.

No.	Year.	Month.	Name of Wreck.	Position.	Sunk or Floating.	How dealt with.
218	1892	Apr.	"Result" -	Off Bembridge, Isle of Wight.	Sunk -	Subsequently raised by owners.
219	„	Mar.	Unknown - -	Near South Stack - -	Floating -	Found by Trinity House vessel, and towed into Holyhead.
220	„	Feb.	"Forest Queen" -	Off Flambro' - - -	Sunk -	No details received, and nothing found.
221	„	„	Unknown - -	Near Seven Stones -	Drifting -	Lloyds informed.
222	„	„	„ - -	W.S.W. of Protector Buoy.	Floating -	Searched for, but nothing found.
223	„	„	„ - -	Off Dover - -	Supposed sunken vessel.	Superintendent instructed to examine spot.
224	„	Mar.	"Mary Elizabeth"	In the Swin - -	Sunk - -	Dispersed.
225	„	„	"Edward Moore"	Off the Lizard - -	Floating derelict.	Towed into Scilly by pilot cutter.
226	„	„	"Eskholme" -	On Wolves Rock - -	Sunk - -	Subsequently dispersed.
227	„	„	- - -	Off South Stack - -	„ - -	Dispersed.
228	„	„	"Welcome" -	Near Grain Edge Buoy -	„ - -	Searched for, but nothing found.
229	„	„	"Holmrook" -	Near False Emmanuel Head.	„ - -	Not in way of navigation.
230	„	„	"Desterro" -	East of Terschelling Light-vessel.	„ - -	Lloyds, &c. informed; (not in Trinity House jurisdiction).
231	„	Apr.	"Egret" - -	On Cardiff Sands - -	„ - -	Dispersed.
232	„	„	"Salem." L.B. -	On Newcome Sand -	„ - -	„
233	„	„	"Kate and Elizabeth."	On Barnard Sand -	„ - -	„
234	„	„	"Philotaxe" -	Near Hammond's Knoll -	Floating derelict.	Towed to Wintertonness and beached. Vessel subsequently broke up.
235	„	„	"Felix" - -	On Burnham Flats -	Sunk - -	Wreck broken up by gale.
236	„	May	"Castle Craig" -	Near Blackwood Point, Isle of Wight.	Sunk in 1885	Remains dispersed.
237	„	„	"Sirenia." L.B. -	On Atherfield Ledge -	Stranded -	Dispersed.
238	„	„	Unknown - -	Near Newarp Light-vessel.	Floating derelict.	Towed to Wintertonness, and beached there.
239	„	„	„ - -	Near Smith's Knoll -	„ -	Superintendent to search.
240	„	June	"Nelly Maud" -	Off N. edge of Nore Sand	Sunk - -	Subsequently raised by owner.
241	„	May	"Agnese" -	On Winterton Beach -	Stranded -	Taken charge of by Receiver of Wreck.
242	„	June	"Rota." L.B. -	On Caister Beach - -	„ -	Dispersed.
243	„	„	"French," "Isabella," "Shamrock," and "Centuran." L.B. -	On the Sands off Theddlethorpe.	„	Remains dispersed.
244	„	June	Unknown -	Near Covehithe - -	„ -	Dispersed.
245	„	July	"Amphion" - -	Off Maryport Pier -	Sunk -	In jurisdiction of Maryport authorities.
246	„	„	Unknown - -	Off Owers Light-vessel -	„ - -	Obstruction removed.
247	„	„	"Maria" -	On Rocks near Prawle Point.	Stranded -	No obstruction to navigation.
248	„	„	Unknown - -	Off Aldbro' - - -	Floating Wreckage.	Wreckage picked up by Trinity House vessel.
249	„	„	„ -	Near Outer Gabbard Light-vessel.	Sunk -	Searched for, but nothing found.
250	„	Aug.	„ - -	Near Dudgeon Light-vessel.	„ - -	Spars removed, no further obstruction.
251	„	„	„ L.B. -	Off Thorney -	„ -	Dispersed.
252	„	Sept.	„ - -	Near Haisbro' Light-vessel.	„ - -	Spar picked up, nothing further found.
253	„	Oct.	"Vandallie" -	Near Leman and Ower -	Dismasted Derelict.	Searched for, but could not be found.
254	„	„	Unknown - -	Off Folkestone - -	Sunk - -	In 17 fathoms, no danger to navigation. Mud hopper only.
255	„	„	„ -	Near the Spurn - -	„ -	Spars removed.
256	„	„	"Krona." L.B. -	Near Donna Nook - -	„ - -	In local jurisdiction.
257	„	„	"Alderman Ferris." L.B.	Off Saltfleet - -	„ -	Dispersed.
258	„	„	"Amelie" - -	45 miles N.E. from Texel	Derelict -	Various authorities informed. Vessel subsequently towed into Cuxhaven.
259	„	„	"Janus" -	Off Lowestoft -	Floating -	Towed out of danger near Harwich, and subsequently dispersed.
260	„	„	Unknown - -	Between Hartland Point and Lundy.	Sunk and Floating.	Searched for, but nothing found.
261	„	Nov.	„ -	105 miles from Tynemouth.	Floating -	Not in Trinity House jurisdiction, but various authorities warned.

No.	Year.	Month.	Name of Wreck.	Position.	Sunk or Floating.	How dealt with.
262	1892	Nov.	Unknown	Off Flambro'	Sunk	Searched for, but nothing found.
263	„	„	"Water Lily"	Off Nash Point	„	Dispersed.
264	„	„	"Wolf"	Off Dungeness	„	„
265	„	„	Unknown	15 miles from Boobjerg Light	„	Not in Trinity House jurisdiction, but various authorities warned.
266	„	„	„	Off Sunderland	„	Hopper barge in 15 fathoms, no obstruction.
267	„	„	"Prince Charlie"	Near Morecambe Bay	„	Spars removed.
268	„	„	"Dawn of Day"	Off Haisbro' Light-vessel	„	Inspected by Argus. Presumably in danger.
269	„	Dec.	Unknown	Near Princes Channel Light-vessel.	Floating	Spars picked up.
270	„	„	„	287 miles W. ½ N. of Fastnet.	„	Not in Trinity House jurisdiction.
271	„	„	"Capella"	In Lat. 51°N. Long. 16° 47′ W.	„	„ „ „
272	„	„	"James and Mary"	In Menai Straits	Sunk	In local jurisdiction.
273	„	„	"Lloyds"	On Scroby Sand	„	Dispersed subsequently.
274	„	„	"Satellite"	At entrance to Tyne	„	Dealt with by River Tyne Commissioners.
275	„	„	"Athelstane and Pysche"	Off Whitby	„	In 25 fathoms. No obstruction.
276	„	„	Unknown	On Air Point	Stranded Wreckage	Broken up and removed.
277	„	—	"Queen"	Near Longstone	Stranded	No danger to navigation.
278	„	Dec.	Unknown	Off Start	Floating	Searched for, but nothing found.
279	1893	Jan.	"Cormorant"	Near R. Middle Buoy	Sunk	Subsequently raised by owners.
280	„	„	"Hannah Petersen," L.B.	Off Great Yarmouth	„	Dispersed.
281	„	„	"Theresea," L.B.	„	„	„
282	„	„	Unknown	Near Steepholm Island	Floating Mast	Picked up by Trinity House vessel.
283	„	„	"Hope"	Near Beach End Buoy	Sunk	Raised by underwriters.
284	„	„	"Kirsten"	Near Goodwin Light vessel.	Floating	Dispersed.
285	„	„	Unknown	Near Chapman Light-house.	Grounded	Not in way of navigation.
286	„	Feb.	„	Off Orfordness	Floating	Searched for, but nothing found.
287	„	„	"Caroline"	Near Swin Middle Light-vessel.	Sunk	Dispersed.
288	„	„	"Notre Dame"	Off Dungeness	„	Masts and spars removed. No further obstruction.
289	„	„	Unknown	Lat. 42° 2′ N., Long. 48° 13′ W.	„	Not in Trinity House jurisdiction.
290	„	„	„	24 miles from Tongue Light-vessel.	Floating	Searched for, but not found. Various Authorities warned.
291	„	„	„	Near Victoria Buoy	Sunk	Spars pulled away, nothing further found.
292	„	„	„	In West Swin	„	Dispersed.
293	„	„	"Cincora"	Off Dungeness	„	In 18 fathoms. Swept over and found no obstruction.
294	„	March	"Cacique"	„	„	No obstruction. Lying on side in deep water.
295	„	„	"Mariner"	Off Hastings	„	Masts and spars removed.
296	„	„	"Jane Rennie"	Off Sandgate	„	„ „
297	„	„	"Gustar Bitter"	On Stag Rocks Lizard	Stranded	No danger to navigation.
298	„	„	Unknown, L.B.	Near Mablethorpe	Sunk	Dispersed.
299	„	„	"Unity," L.B.	„	„	„
300	„	„	Unknown (2)	Off Scarbro' and Newarp	Floating	Searched for, portions of wreckage found and dispersed.
301	„	„	"Lulu and Jaring," L.B.	Off Dungeness	Sunk	Dispersed.
302	„	„	"Vivid"	„	„	Not considered necessary to disperse.
303	„	April	Unknown	180 miles off Scarbro'	Floating	No detailed information received, but wreck is outside Trinity House jurisdiction.
304	„	„	"Vanadis"	Near Haisbro' Sand	Sunk	All obstruction removed.
305	„	„	"Volzy"	Off Ventnor	„	Searched for, but nothing found.
306	„	„	Unknown	In North Sea	Derelict	Out of Trinity House jurisdiction.

No.	Year.	Month.	Name of Wreck.	Position.	Sunk or Floating.	How dealt with.
307	1893	May	"Cordova" -	Off Sunderland - -	Sunk - -	In deep water, no action considered necessary.
308	„	„	"Flower of Ross"	Off Holy Island - -	„ -	In jurisdiction of Trinity House Newcastle, who will remove it.
309	„	„	"Albion" -	„ - -	„ - -	„ „
310	„	„	"Robert" -	Near Chapman Lighthouse.	„ -	Barge only, no obstruction.
311	„	„	"Londoner" -	In Haisbro' Channel -	„ - -	Dealt with by owner.
312	„	„	Unknown -	In North Sea - -	Floating -	Searched for, but nothing found.
313	„	„	Unknown -	Near Caldy Island - -	Sunk - -	Searched for, but nothing found.
314	„	„	"William Wouldhave."	At entrance to Tyne -	„ - -	No real obstruction, but will be removed when convenient.
315	„	„	Unknown - -	Near Smith's Knoll -	„ - -	Some spars picked up, nothing further found.
316	„	June	„ -	Eight miles from Cape Grisnez.	„ - -	French authorities informed.
317	„	„	"Dnna." L.B. -	Near Dudgeon - -	„ - -	Dispersed.
318	„	„	Unknown - -	Lat. 57° 16′ N., Long. 11° 26′ E.	Floating -	Not in Trinity House jurisdiction.
319	„	July	"Elba" - -	Off Outer Dowsing Lightvessel.	Sunk - -	Subsequently dispersed by heavy gale.
320	„	„	"William Balls" -	„ „	„ - -	Dispersed.
321	„	„	Unknown - -	Near Haisbro' Lightvessel.	„ - -	Searched for, but nothing found.
322	„	„	„ - -	Near Longstone - -	„ - -	„ „
323	„	„	„ - -	Near Bishop Rock -	„ - -	„ „
324	„	„	"Nepaul" -	Approaches to Plymouth	„ - -	In Admiralty jurisdiction.
325	„	„	Unknown - -	Off Spurn - -	Floating -	Superintendent instructed to search "Argus" made unsuccessfu search.
326	„	„	„ - -	Off Shipwash - -	Sunk - -	Dispersed.
327	„	August	"Energy." L.B. -	On Caister Sand -	„ - -	„
328	„	„	"St. Helena" -	Off Brixton - -	„ - -	Spars removed. No further obstruction.
329	„	„	"John Robert" -	Off Kingston-by-Sea -	„ - -	Dispersed.
330	„	„	Unknown - -	Off Strumble Head -	Floating -	Picked up by Trinity House vessel.
331	„	Sept.	„ - -	On English Grounds -	Sunk - -	Mast removed. No further obstruction.
332	„	Oct.	Various (4). L.B.	Off Lowestoft - -	„ - -	Remains will be removed on convenient opportunity.
333	„	Sept.	"Nifa" - -	Off Hastings - -	„ - -	Dispersed.
334	„	„	"Lively" - -	Off Hatherwood Point, I.W.	„ - -	„
335	„	„	Unknown - -	Off Donna Nook -	„ - -	„
336	„	„	„ - -	Off Dover - -	„ - -	In 30 fathoms. No obstruction.
337	„	Oct.	„ - -	Off Dudgeon - - -	„ - -	Searched for, but nothing found.
338	„	„	"Excelsior" -	Off St. Margarets -	„ - -	Dispersed.
339	„	„	"Star of the Ocean"	Off North Foreland -	„ - -	Masts removed. No further danger.
340	„	„	"Mary Lloyd" -	Off Zenner Head, Cornwall.	„ - -	Not in the way of navigation.
341	„	„	"Speedwell" -	Under Carn Name Point, Cornwall.	„ - -	„ „
342	„	„	Unknown - -	On Sizewell Bank - -	„ - -	Some wreckage recovered, but remains subsequently broke up and disappeared.
343	„	„	„ - -	Off St. Ives - -	Floating -	Searched for, but nothing found.
344	„	Nov.	"Camargo" -	Off Sully Island - -	Sunk - -	Dispersed.
345	„	Oct.	Unknown - -	97 miles from Tynemouth	Derelict -	No action taken. Not in Trinity House jurisdiction. Information very vague.
346	„	Nov.	"Newbiggen" -	Off Palling - -	Sunk - -	Searched for, but nothing ound.
347	„	„	"Brighton" -	In Sea Reach - -	„ - -	Dispersed.
348	„	„	Unknown - -	Off Southwold - -	Floating -	Searched for, but nothing found.
349	„	„	"Ceto." L.B. -	On Caistor Shoal - -	Sunk - -	Will be dispersed.
350	„	„	Unknown. L.B. -	Off Brooke, Isle of Wight	„ - -	„
351	„	„	"Exact" - -	Near Nore Sand Buoy -	„ - -	Dispersed.

No.	Year.	Month.	Name of Wreck.	Position.	Sunk or Floating.	How dealt with.
352	1893	Nov.	"May Hawthorn"	On Spaniard Sand	Sunk	Raised by Salvage Company.
353	"	"	"St. Olaf"	In East Swin	Floating	Towed into Harwich by Trinity House vessel.
354	"	"	"Adela"	On Pole Sand, Exmouth	Sunk	Wreck went to pieces.
355	"	"	Unknown	Near Spurn	Floating	Vessels sent to search the neighbourhood, but nothing was found.
356	"	Dec.	"Johanne Marie"	Off Dungeness	Sunk	Remains dispersed.
357	"	Nov.	"Vulture," "Cintra," and "Bessie."	In St. Ives Bay	Stranded	No danger to navigation; right under the cliffs.
358	"	"	Unknown	Near Spurn	Floating	Superintendent instructed to search. Nothing found.
359	"	"	"	In Lat. 56° 12′ N., and Long 0° 18′ E.	"	No action taken. Not in Trinity House jurisdiction.
360	"	"	" (2)	On Whitaker Sands	Stranded	Towed off subsequently.
361	"	"	"	75 miles from Tynemouth	Derelict	No action taken. Not in Trinity House jurisdiction. Information of a very vague description.
362	"	"	"	In North Sea	"	Vessel sent in search. Not found.
363	"	"	"Augusta Jeanetta."	Long. 1° 15′ E., Lat. 55° 15′ N.	"	No confirmation of report. No action taken. Not in Trinity House jurisdiction.
364	"	"	Unknown	On Goodwin Sands	Sunk on the sands.	Dry at low water. No action taken.
365	"	"	"	In Princes and Queens Channel.	Sunk	Instructions to superintendent to search.
366	"	"	"Flora"	Near Eastbourne	"	Searched for, but nothing found.
367	"	"	Unknown	Between Cromer and Dudgeon.	Sunk and floating.	" "
368	"	"	"	Near Leman and Ower	Floating	" "
369	"	"	"	Near Burnham Flats Buoy	Sunken barge (supposed).	" "
370	"	Dec.	"Anna" and Unknown.	Lat. 53° 31′ and Long. 4° 21′.	Floating	Out of Trinity House jurisdiction.
371	"	"	"Edmund Gabrielle."	Off Lancing	Sunk	Vessel subsequently broke up and entirely disappeared.
372	"	"	Unknown	Near Wells	Floating	Searched for, but not found.
373	"	"	"	Off Tynemouth Pier Head.	Sunk	Not in Trinity House jurisdiction.
374	"	"	"	Off Flambro' Head	Sunk and floating.	Two vessels sent in search; spar only found.
375	"	"	"	Near Terschelling Light-Vessel.	Floating	Not in Trinity House jurisdiction. Various authorities warned.
376	"	"	"Scotsmen"	In Looe Stream	Sunk	Dispersed.
377	"	"	Unknown	On Sizewell Bank	"	Vessel sent to search. Not found.
378	"	"	"	Near Ameland Light	Floating	Not in Trinity House jurisdiction.
379	"	"	"Thomas Hubbock." L.B.	Off Dungeness	Sunk	Dangerous to life-boats only. Subsequently dispersed.
380	"	"	"Colonia"	Near Kentish Knock	"	Searched for, but not found.
381	"	"	Unknown (2)	In Lat. 53° 26′ and Lat. 53° 38′.	Floating	Out of Trinity House jurisdiction, but various authorities warned.
382	"	"	"	Off Mablethorpe	Sunk	Spar found and removed.
383	"	"	"	Near Saltfleet	"	Searched for, but nothing found.
384	"	"	"	Near Skinningrove	"	" "
385	"	"	"St. Louis." L.B.	Off Dungeness	"	Dangerous to lifeboats only. Dispersed February 1894.
386	1894	Jan.	"Serica"	In St. Mary's Sound	"	Wreck marked, but salvage operations still going on.
387	"	"	Unknown	Off North Foreland	"	Dispersed.
388	"	"	"Marquess" (supposed).	Near Corton Light-vessel	"	Obstruction removed.
389	"	"	Unknown	Near Winterton	"	Searched for, but not found. (*Vide* below.)
390	"	"	"	Would Light-vessel	Floating	Wreckage removed, believed to be from vessel sunk off Winterton. *See* above.
91	"	"	"	Off the Haisbro'	"	Telegraphed to superintendent to search. Not found.
392	"	"	Unknown	In Princes Channel	"	"Warden" instructed to search. Nothing found.
393	"	"	"Irene"	Not given	Sunk	Report of sinking only, no particulars of position.
394	"	"	Unknown	Near Coquet	Floating	Searched for, but nothing found.

No.	Year.	Month.	Name of Wreck.	Position	Sunk or Floating.	How dealt with.
395	1894	Jan.	Unknown - -	160 miles E.N.E. from Tynemouth.	Derelict -	Not in Trinity House jurisdiction, but various authorities and firms warned.
396	,,	,,	"Firth of Cromarty."	In St. Margaret's Bay -	Stranded -	On the beach, no danger to navigation.
397	,,	Feb.	Unknown - -	Off Spurn - -	Sunk - -	Searched for, but not found.
398	,,	,,	"George and John."	Near Spile Buoy - -	,, - -	Barge. Subsequently raised.
399	,,	,,	"Primrose" -	Near Runnelstone Beacon	,, - -	Spar only seen, but weather at time too bad to deal with. Vessel apparently broke up.
400	,,	,,	"Resolven." L.B.	On Caister Shoal -	,, - -	Will be shortly dispersed.
401	,,	,,	"Potomac and Victoria."	Off Bridlington -	,, - -	"Victoria" dispersed. "Potomac referred to Board of Trade as to jurisdiction.
402	,,	,,	Unknown -	Near Inner Dowsing -	,, - -	Searched for but, not found.
403	,,	,,	"Morning Star." L.B.	Off Dungeness -	,, - -	Stumps only; dangerous to lifeboats, action deferred.
404	,,	,,	"Concordia" L.B.	,, -	,, -	,, ,, ,,
405	,,	,,	"Clytha" -	Near Barry Roads -	,, - -	In progress of dispersion.
406	,,	,,	"Jacques Gabrielle"	Near Fern - - -	,, - -	Not dangerous. Next Visiting Committee will inspect.
407	,,	,,	Unknown - -	Near Inner Gabbard Buoy	,, - -	Spar pulled away, no further obstruction.
408	,,	,,	,, -	Near Coquet - -	,, - -	Spars removed 30 feet over wreck.
409	,,	,,	,, - -	Off Goodwin Light Vessel	Floating -	Position given inaccurate, no further report received.
410	,,	,,	,, - -	Off Boston Knock - -	,, -	Dealt with by Boston Harbour Commissioners.
411	,,	,,	"Ada and Denham"	Off Seaham - -	Sunk after collision.	In deep water, no obstruction.
412	,,	,,	"Mary Ann" -	Near English and Welsh Grounds Light Vessel.	Sunk - -	On broadside in deep water no danger.
413	,,	,,	"Morfa" - -	Off North Bishops -	,, - -	Searched for, but not found. Is supposed to have sunk on broadside in 19 fathoms.
414	,,	March	"Isabella" - -	On Halliday Flats - -	,, - -	Raised and towed into Whitstable under agreement with Salvage Company.
415	,,	,,	"Cautions" -	Near Flambro' Head -	,, - -	Right inshore under the head, no danger.
416	,,	,,	Unknown -	Off Spurn - -	Floating -	Towed into Humber by H.M.S. "Hearty."
417	,,	,,	,, - -	In Lat. 55° 54′ N., Long. 2° 28′ E.	,, -	Off Coast of Scotland. Not in Trinity House jurisdiction. Northern Commissioners and Shipping Gazette informed.
418	,,	,,	,, - -	Off Longships - -	Floating only	Telegraphed to Superintendent to search and report. Not found.
419	,,	,,	"Alberta" - -	Near Newcombe Buoy -	Sunk - -	Purchased privately. Action deferred; dangerous to lifeboats only, but no request received for removal.
420	,,	,,	Unknown - -	Off S.W. Gunfleet Buoy -	Floating -	Searched for but nothing found.
421	,,	,,	"Yesso" - -	N.N.E. of Ilfracombe -	Sunk - -	Dispersed.
422	,,	,,	Unknown -	Off Varne or East Goodwin.	Floating -	Searched for, but not found. Another search subsequently ordered.
423	,,	,,	"Harborne" -	Off Flambro' Head - -	Sunk - -	Searched for, but had disappeared.

APPENDIX C.

No. 2.

(Handed in by Mr. Trevor, p. 67)

RETURN forwarded by the COMMISSIONERS OF NORTHERN LIGHTHOUSES to the BOARD OF TRADE, of WRECKS reported to and dealt with by the COMMISSIONERS since 31st March 1889.

No.	Description.	Position.	Date of Wreck, when seen, &c.	Steps taken by Commissioners.	Cost incurred.	Remarks.
					£	
1	Floating wreckage. Foreign derelict schooner dismasted, with only mainsprit standing.	North Sea, off Firth of Forth.	Seen about 13th May 1889.	Notice inserted in "Scotsman" of 17th and 18th May.	—	
2	Floating wreckage. Derelict vessel deeply immersed in water.	Irish Sea, between Mull of Galloway and Point of Ayre.	Seen 21st June 1889.	Notice inserted in "Scotsman," "Glasgow Herald," "Times," and "Liverpool Mercury."	—	
3	Floating wreckage. Boat with stump of mast.	Moray Firth - -	Reported to Board of Trade 26th July 1890.	Notice inserted in "Scotsman," "Scottish Leader," "Glasgow Herald," "Aberdeen Free Press," and "Dundee Advertiser."	—	
4	Sunken wreck - -	Near Point of Ayre, Isle of Man.	Struck by steamer 1st December 1890.	Notice inserted in "Scotsman," "Scottish Leader," "Glasgow Herald," "Shipping Gazette," "Liverpool Mercury," "Journal of Commerce," and "Times."	—	
5	Wreck, S.S. "Britannia" -	Firth of Forth, off Redhouse Point.	January 1891 -	1. Buoy moored. 2. Notice inserted in "Scotsman," "Scottish Leader," "Glasgow Herald," "Aberdeen Free Press," "Dundee Advertiser," "Times," "Newcastle Chronicle," and "Shipping Gazette." 3. 300 notices distributed.	—	Wreck subsequently lifted and buoy removed.
6	Floating wreck - -	Firth of Clyde, Corrygill Point.	- - -	Notice inserted in "Scotsman," "Scottish Leader," "Glasgow Herald," and "Greenock Telegraph."	—	
7	Sunken wreck - -	Lamlash Bay - -	- - -	1. Buoy moored, 17th October 1891. 2. 300 notices distributed, 20th October 1891. 3. Tender for removal accepted (Ross and Marshall), December 1891. 4. 300 notices, dated 25th January 1892, distributed, intimating dispersal of wreck and removal of buoy.	250	
8	Floating wreckage. Large part of derelict vessel.	Off Cruden Bay, Aberdeenshire.	Seen about 28th October 1891.	Notice inserted in "Scotsman," "Aberdeen Free Press," "Peterhead Sentinel," and "Peterhead Observer."	—	
9	Stranded wreck - -	Lunan Bay, near Montrose	- - -	1. Mast pulled out, and it and spars towed by tug to Montrose. 2. Buoy moored 7th January 1892. 3. Notice inserted in "Scotsman," "Aberdeen Journal," and a Dundee and two Montrose papers. 4. Buoy removed 23rd June 1892.	—	Wreck no onger dangerous.
10	Wreck smack "Albatross"	Off Drumore	- - -	1. Buoy moored 13th September 1888. 2. Buoy removed 18th May 1891. 3. Wreck removed (S. McCracken) May 1892.	15	
11	Floating ship's mast apparently fixed to submerged wreck.	Off Tod Head - -	Information received 21st May 1892.	Removed by assistant buoymaster 24th May 1892.	—	
12	Wreck - - - -	Cruden Bay, Aberdeenshire.	- - -	Removed 29th July 1892 -	—	
13	Wreck - - - -	Cruden Bay. Aberdeenshire.	1892 - -	Removed (Geo. Milne) January 1893.	28	
14	Wreck. Mast and spars apparently fast to sunken wreck.	East of Isle of May - -	Reported 26th December 1892.	Removed 28th December 1892, and sold for 4*l.*, January 1893.	—	
15	Wrecks - - -	Montrose Bay - -	February 1893 -	Removed (by Stewart and Gourdlay) April 1893.	55	
16	Wreck - - - -	Loch Etive - - -	- - -	1. Buoy moored 19th April 1893. 2. Notice inserted in two Glasgow and two Oban papers.	—	Wreck still n same position, and marked.
17	Submerged wreck floating	Off Shetland - - -	- - -	Notice, 22nd April 1893, inserted in "Scotsman," "Scottish Leader," "Evening News," and "Dispatch," and "Aberdeen Free Press."	—	
18	Wreck - - - -	Huna, Caithness-shire -	- - -	Inspected by engineer and superintendent. Not dangerous and not to be removed at present. 22nd November 1893.	—	
19	Vessel driven ashore -	About 60 yards from Holburnhead Lighthouse.	9th December 1893; but only reported 23rd January 1894.	Rockets fired by keeper for lifeboat. Not seen.	—	Vessel afterwards taken off and towed to Thurso.
20	Wreck, S.S. "Bull" -	Near Island of Craigleith, Firth of Forth.	- - -	Bucy moored 9th January 1894. 500 Notices to Mariners issued 12th January 1894, and notice inserted in "Leith Burgh Pilot," "Scotsman," "Scottish Leader," and "Dundee Advertiser."	—	To be removed by Henderson and McKean under contract 9th May 1894.
21	Floating wreck. Wooden barque, apparently abandoned.	German Ocean, latitude 55° 54′ N., longitude 2° 28′ E.	Seen 7th March 1894.	Notice to Mariners inserted in "Scotsman" and "Scottish Leader" of 17th March 1894.	—	

APPENDIX C.

No. 3.

(*Handed in by Mr. Trevor, p. 67.*)

Return forwarded by the Commissioners of Irish Lights to the Board of Trade, of Wrecks reported to, and dealt with by, the Commissioners since 31st March 1889.

No.	Year.	Description.	Locality.	Attention drawn to by	How dealt with.	Remarks.
1	1889	Water-logged barque	Blackrock, Mayo	Customs, Ardrossan	Notice to mariners issued.	Not since heard of.
2	„	Brigantine "Mary Sproat"	Moville Bay	Lightkeeper, Innishowen, E.	-	Sunk in bay, run down b a steamer.
3	„	Barque "Elliser"	Ballyteigue	Lightkeeper, Tuskar Rock	-	Ran ashore, afterwards towed into Wexford.
4	„	S.S. "Westbury"	Blackhouse Point	„ Carlingford	-	Ran ashore, floated off, and proceeded.
5	„	"Flying Foam"	Dundrum Bay	Lord Arthur Hill	Ordered to be removed by local authority.	
6	„	S.S. "Thetis"	Galway Bay	Commander, SS. "Alert"	Removed by Galway Bay Steamship Company.	
7	„	Brigantine "Neva"	Dundrum Bay	Lightkeeper, St. John's Point.	Owners called upon to remove.	
8	„	S.S. "Hungarian"	Rathlin Island	Lightkeeper, Rathlin Island.	-	Floated off and proceeded.
9	„	S.S. "Lady Ailsa"	Cloughey Bay	Master, South Rock Lightship.	-	Do. do.
10	„	Barque "Heros"	Mutton Island	Lightkeeper, Mutton Island.	-	Ran ashore and became a total wreck.
11	„	Brigantine "Julia"	Dingle Bay	Lightkeeper, Valencia	-	Foundered in bay, all hands lost.
12	„	*Barque "Ithuriel"	Kenmare River	Coastguard, Cahirciveen	Notice to mariners issued.	Sunk in river, no change in position, all masts visible at ½ ebb.
13	„	S.S. "Strathesk"	Haulbowline	Lightkeeper, Carlingford Lough.	Dispersed by Carlingford Lough Commissioners.	Struck rocks and foundered.
14	„	S.S. "Lugar"	Inishgort	Lightkeeper, Inishgort	-	Struck rocks, floated off, and proceeded.
15	„	Brigantine "Helen"	Mervey Rock	Coastguard, Roundstone	-	Went to pieces.
16	„	Schooner "Lily"	Mutton Island	Lightkeeper, Mutton Island.	-	Went ashore and became a total wreck.
17	„	Barque "Dolphin Melinda"	Coningbeg Lightship	Master of Lightship	-	Went ashore, broken up, and removed.
18	„	Schooner "Martha Ann"	Cranfield Point	Lightkeeper, Carlingford	-	Went ashore, taken off.
19	1890	S.S. "Enterprise"	Aranmore	„ Aranmore	-	Went ashore, floated off, and proceeded.
20	„	Smack "Reaper"	Quintin Bay	Master, South Rock Lightship.	-	Went ashore, became a total wreck.
21	„	"Handy"	Cahore	Life Boat Institution	Removed by Commissioners at cost of 200*l.*	
22	„	S.S. "Harold"	Coast of Down	Master, South Rock Lightship.	Notice issued. Buoyed. Examined, and found in 8 fathoms.	
23	„	Smack "Venus"	River Shannon	Lightkeeper, Beeves Rock	Notice issued. Buoyed.	Lies sunk in river, not dangerous to navigation.
24	„	S.S. "City of Rome"	Fastnet Rock	„ Fastnet	-	Floated off, and proceeded.
25	„	Schooner "Mary Elizabeth"	Horseshoe Bank	„ Wicklow	-	Do. do.
26	„	Barque "Ann Christiana"	North Rock	Master, South Rock	-	Towed off.
27	„	Brigantine "Ocean Star"	Mew Island	Lightkeeper, Mew Island	-	Floated off, and proceeded.
28	„	Schooner "Seaward"	Balbriggan	„ Balbriggan	-	Struck on sand bank, go off.
29	„	"Elizabeth Ray"	Tory Island	„ Tory Island	-	Became total wreck.
30	„	Trawler "Meta"	Balbriggan	„ Balbriggan	-	Ashore, not dangerous t o navigation.
31	„	S.S. "Colleen Bawn"	Drogheda	„ Drogheda	-	Ashore, floated off, and proceeded.
32	„	Barque "Hanna"	Tara Point	Master, South Rock Lightship.	-	Ashore, became a total wreck.
33	„	Schooner "Busy Bee"	Donaghadee	Lightkeeper, Donaghadee	-	Ashore, taken off, and repaired.
34	„	Barquentine "Annie Ada"	Butter Pladdy	Master, South Rock Lightship.	-	Struck on rocks.
35	„	S.S. "Orator"	Briggs Reef	Lightkeeper, Mew Island	-	Still remain on rocks, but not considered dangerous to navigation.
36	„	"Emily"	Groomsport	Life Boat Institution	-	
37	1891	Schooner "Perseverance"	Cloughey Bay	Master, South Rock Lightship.	-	Ran ashore and became a total wreck.
38	„	*Trawler "Fancy"	Berehaven Harbour	Bantry Bay Steamship Company.	-	Sunk in inner harbour, a portion still remains.
39	„	Floating wreckage	Berehaven	Lightkeeper, Berehaven	-	Drifted past station.
40	„	Sunken wreck	Tuskar	Master, SS. "Aranmore"	Notice issued, searched for unsuccessfully.	
41	„	Barque "Polestar"	Straw Island	Lightkeeper, Straw Island	-	Ran ashore, towed off.
42	„	Sunken vessel	Dingle Harbour	Harbour Commissioners, Dingle.	Ordered to be removed.	
43	„	Schooner "Dan and Mary"	Tuskar	Lightkeeper, Tuskar	-	Struck on rocks, not dangerous.
44	„	S.S. "Ribble"	Arklow	Master, Arklow N. Lightship.	Notice issued, searched for unsuccessfully.	Sunk in deep water.
45	„	Barque "L. Gitana"	Shingle Bank	Lightkeeper, Tuskar	-	Struck on bank, got off, and proceeded.
46	„	„ "Kate Crosby"	Horn Head, co. Donegal.	„ Loughswilly	Notice issued, searched for unsuccessfully.	Abandoned, leaky.
47	„	„ "Gird of Farsund"	Cannon Rock	Master, South Rock Lightship.	-	Struck on rocks, and became a total wreck.

* Marked thus dangerous to fishing boats and local navigation.

No.	Year.	Description.	Locality.	Attention drawn to by	How dealt with.	Remarks.
48	1891	"Gipsey" of Chester	Aranmore	Lightkeeper, Aranmore		Abandoned, picked up by Islanders.
49	„	Schooner "Delia Bar"	Youghal	„ Youghal		Got off and proceeded.
	„	S.S. "Delta"	Bann River	Coastguard, Portrush	Raised by owners.	
51	„	Barque "Gylife"	Mushroom Reef	Lightkeeper, Kinsale		Wrecked on inside of reef. Purchased by Ensor, Queenstown; sunk about half a mile from shore.
52	„	Schooner "Emily Helena"	Portaferry	Master, South Rock Lightship.		Struck on rocks, and became a total wreck.
53	„	„ "Commerce"	Wexford	Life Boat Institution		Not in Commissioners' jurisdiction.
54	„	Brigantine "Zephyr"	Donaghadee	Lightkeeper, Donaghadee		Struck on rocks, crew saved, went to pieces.
55	„	S.S. "Stannington"	Arklow	Receiver of Wreck, Dublin.	Notice issued, searched for unsuccessfully, reward offered.	
56	„	Collision	Kish Bank	Board of Trad	Notice issued, searched for unsuccessfully.	"Maggie" and "Inishtrahul" collided, "Maggie" abandoned.
57	„	S.S. "Topaz"	Dundalk Bay	Harbour Master, Dundalk	Notice issued, buoyed, mast removed.	
58	1892	Schooner "Sonia Sophia"	Ballyquinton Point	Master, South Rock Lightship.		Struck rocks, became total wreck.
59	„	„ "Mary"	Dogger Bank	W. Armstrong, Wexford		Stranded, sold by auction, and partly taken away.
60	„	S.S. "Kilkeel"	Greenore	Lightkeeper, Carlingford		Driven ashore, taken off.
61	„	Barque "River Nith"	Broadhaven	„ Broadhaven		Struck rocks, towed off.
62	„	S.S. "Eureka"	Killala Pool	Customs, Westport		Foundered, not considered dangerous.
63	„	Wreckage	Slyne Head	Lightkeeper, Slyne Head		Drifted away from landing-place.
64	„	Barque "Patriot"	Arklow	Mate, Arklow S. Lightship		Driven ashore, broken up, and is being removed.
65	„	S.S. "Pioneer"	Spit Bank	Lightkeeper, Spitbank		Struck on rocks, got off, and proceeded.
66	„	Sunken wreck	Arklow	Receiver of Wreck, Dublin	Notice issued, searched for unsuccessfully.	
67	„	S.S. "Holme Force"	South Rock	Master, South Rock Lightship.		Got off and proceeded.
68	„	Sunken wreck	Kish Bank	Master, Codling Bank Lightship.	Searched for without success.	
69	„	"Glenavon"	Howth Baily	Lightkeeper, Howth Baily		Wreckage washed ashore bearing name.
70	„	Life Buoy	Tuskar	„ Tuskar		Found marked "Trignag" La Rochelle.
71	„	Schooner "Rosina"	Carlingford	„ Carlingford		On rocks, not dangerous.
72	„	„ "Shamrock"	Drogheda	„ Drogheda		Stranded, got off.
73	„	S.S. "Balneil"	Copeland Island	„ Donaghadee		Struck on rocks, taken off, and repaired.
74	„	S.S. "Drogheda"	Drogheda	„ Drogheda		Stranded, got off.
75	„	S.S. "City of Chicago"	Kinsale	„ Kinsale		On rocks, total wreck. Purchased by Ensor, Queenstown; lies in deep water close in.
76	„	S.S. "Mendelsohn"	Kearney Point	Master, South Rock Lightship.		Driven ashore, got off, and proceeded.
77	„	Smack "Martha Ann"	Cranfield Point	Lightkeeper, Carlingford		Struck on rocks, broken up, and removed.
78	„	"Duco"	Skulmartin	Master, Skulmartin Lightship.		Struck on rocks, towed off.
79	„	S.S. "Bandon"	Straw Island	Lightkeeper, Straw Island		Driven ashore, broken up, and removed, with exception of a piece of machinery which still remains.
80	„	Schooner "Elizabeth and Ellen."	Belfast Lough	Commander of SS. "Alert"	Notice issued. Buoyed, &c. Removed by Harbour Commissioners.	
81	„	"Annie"	Killard Point	Master, South Rock Lightship.		Driven on rocks and became a total wreck.
82	„	Floating wreckage	Ballycotton	Lightkeeper, Ballycotton		Picked up, bearing name "Trader," Liverpool.
83	„	Small boat	Mew Island	„ Mew Island		Washed ashore.
84	„	No. 2 Lighthouse	Belfast Lough	Harbour Commissioners		Knocked down.
85	„	Smack "Vanquish"	Donaghadee	Lightkeeper, Donaghadee		Struck rocks and foundered.
86	„	Schooner "Daring"	Hook Tower	„ Hook Tower		Foundered when making for Slade Harbour.
87	„	Collision	Carlingford	„ Carlingford		Between steamers, both proceeded up Lough.
88	„	Brig "Trio"	Crow Rock	„ Bull Rock		Struck rock and foundered.
89	1893	Floating spars	Ballywalter	Receiver of Wreck, Belfast	Notice issued. Secured and removed.	
90	„	*S.S. "Thames"	Killala Bay	Coastguard, Dunmore	Notice issued. Buoyed	Remains where sunk; dangerous to local navigation.
91	„	Barque "Beemah"	Mutton Island	Lightkeeper, Mutton Island.		Struck on rocks, got off.
92	„	S.S. "Kelbourne"	Kinsale	Lightkeeper, Kinsale		Driven ashore, floated off, and repaired.
93	„	Brig "Minnie"	Copeland Island	„ Mew Island		Got off and proceeded.
94	„	Schooner "Lapwing"	Blackwater Bank	„ Tuskar		Driven ashore, got off, and proceeded.
95	„	Floating wreck	Tory Island	Board of Trade	Notice issued.	
96	„	Barque "Malta"	Templepatrick	Master, Skulmartin Lightship.		Driven ashore, got off, and proceeded.
97	„	S.S. "Sylfaen"	Copeland Island	Lightkeeper, Mew Island		Got off and proceeded.
98	„	Collision	Portaferry	O'Flaherty		Between two steamers, one foundered.
99	„	Derelict ship	Eagle Island	Board of Trade	Notice issued. Searched for without success.	
100	„	A Barquentine "Bessie Young."	Carrigavaddra	E. Kearon		Struck on rocks, sunk or broken up, mast detached, which shows 6 ft. above low water.

* Marked thus dangerous to fishing boats and local navigation.

No.	Year.	Description.	Locality.	Attention drawn to by	How dealt with.	Remarks.
101	1893	Schooner "Sir Richard"	Crookhaven	Lightkeeper, Crookhaven		Driven ashore, broken up, and removed.
102	„	Ketch "Betsy"	Briggs Reef	Coastguard, Bangor	Mast removed, as it interfered with buoy.	Struck on reef, where she remains, mast removed.
103	„	A Dublin Trawler	Balbriggan	Lightkeeper, Balbriggan		Struck on rocks, got off.
104	„	Trawler "Sybill"	Hook Tower	„ Hook Tower		Struck shore, towed off, and repaired.
105	1894	S.S. "Walney"	Balbriggan	„ Balbriggan		Went aground, towed off, and repaired.
106	„	Schooner "Velocity"	Dundalk	„ Dundalk		Struck on bar and became a total wreck.
107	„	Barque "Jeanie"	Achill	„ Clare Island		Went to pieces on rocks.
108	„	Brig "Xanthus"	Bangor	Harbour Commissioners, Belfast.	Notice to mariners issued, and light-ship placed to mark.	Being removed by Harbour Commissioners, Belfast.
109	„	S.S. "Opah"	Ballyquinton	Master, South Rock Lightship.		Grounded, got off, and proceeded.
110	„	S.S. "Lady Bertha"	Horse Point	Lightkeeper, Donaghadee		Struck rocks, got off, and proceeded.

APPENDIX D.

No. 1.

(Handed in by Sir G. Nares, Q. 431.)

RETURN OF FLOATING WRECKS REPORTED TO AND DEALT WITH BY THE TRINITY HOUSE SINCE 31ST MARCH 1889.

No.	Year.	Month.	Name of Wreck.	Position.	Sunk or Floating.	How dealt with.
1	1888	Dec.	"Astracana"	Off Beachy Head	Floating	Towed to Medina River, Isle of Wight, and subsequently destroyed.
2	1889	June	Unknown	Near Mull of Galloway	„	In Northern Commissioners' jurisdiction. Warning notice issued.
3	„	July	"Bondevennen"	In Sandown Bay, ¼ mile from shore.	Waterlogged	Sold and hauled in shore to be broken up by purchaser.
4	„	Nov.	Unknown	60 miles S.W. of Scilly	Floating	No action taken. Out of Trinity House jurisdiction.
5	1890	Feb.	„	Off Cape Finisterre	„	Hydrographer, Admiralty, informed.
6	„	March	„	Off Nash Point	Floating Spar	Spar removed, no further danger.
7	„	Feb.	„	Off Pwll-du-Head	Floating	Taken into Swansea by tug.
8	„	„	„	Near Scarweather Light-vessel.	„	Searched for, but nothing found.
9	„	„	„	Near N.E. Varne Buoy	Floating Spars	Spars dragged away.
10	„	„	„	Off E. Goodwin Light-vessel.	Floating	Towed into Westgate and ultimately dispersed.
11	„	„	„	Near Tongue Light-vessel	„	Not found.
12	„	March	„	Lat. 38° 50′ N., Long. 50° 14′ 10″.	Floating Derelict.	No action, not in Trinity House jurisdiction.
13	„	April	„	150 miles off Flambro'	Floating	Not in Trinity House jurisdiction.
14	„	„	„	Between Inner Fern and N. Sunderland.	„	Spar only picked up.
15	„	May	„	About 60 miles E.N.E. of Scarboro.	„	Found and dispersed.
16	„	June	„	64 miles E. of Tynemouth	„	Searched for, but nothing found.
17	„	May	„	Off Sunderland	„	Towed into Sunderland Harbour.
18	„	„	"Alert"	Off Barry Island	„	Dispersed.
19	„	„	Unknown	Near Dover Pier	„	Wreckage picked up.
20	„	„	„	Off Point Lynas	Floating Spar	Spar removed.
21	„	June	„	Off Bardsey Island	Floating	Searched for, but nothing found.
22	„	„	„	In North Sea	„	Vessel sent in search; spars removed and hull dispersed.
23	„	„	„	Near Kentish Knock	„	Spar only found and picked up.
24	„	July	„	Near Fairlight	Floating Spar	Searched for, but nothing found.
25	„	Sept.	„	In Bristol Channel	Floating	Two vessels sent to search, but nothing found.
26	„	Oct.	„	46 miles from Outer Elbe Light-vessel.	„	Board of Trade, Hydrographer, Lloyd's and Netherlands Government informed.
27	„	„	„	Near St. Govan's Head	„	Searched for, but nothing found.
28	„	Nov.	„	38 miles from Lowestoft	„	„ „ „

No.	Year.	Month.	Name of Wreck.	Position.	Sunk or Floating.	How dealt with.
29	1890	Nov.	Unknown -	Near Galloper Light-vessel.	Floating -	Vessel sent to search.
30	„	Dec.	„ -	In Lat. 50° 15′ and Long. 3° 43′ E.	„ -	Board of Trade and Admiralty informed.
31	„	„	"Mary Johnston"	Near St. Catherines -	„ -	Searched for, but could not be found.
32	1891	March	Unknown - -	Near Gabbard Light-vessel.	„ -	Steam vessel instructed to search.
33	„	„	„ -	Near Goodwin Sands -	„ -	Searched for, but could not be found, believed to have gone ashore on French coast.
34	„	„	„ -	At entrance to Humber -	Mast only -	Superintendent at Yarmouth instructed to see to.
35	„	April	„ -	In shipway (Thames) -	Floating -	Searched for, but nothing found.
36	„	May	„ -	Near Lizard - - -	Mast only Floating.	Telegraphed to Superintendent to see to.
37	„	Sept.	"Naren" - -	Between Aldbro', Redcar, and Orfordness.	Floating -	Dispersed.
38	„	„	Unknown - -	Floating off Crow Island -	„ -	Wreckage removed.
39	„	„	„ - -	Off Portland - - -	„ -	Searched for, but nothing found.
40	„	Oct.	„ - -	In Lat. 54° 20′ N., Long. 5° 14 E.	„ -	Not in Trinity House jurisdiction.
41	„	Nov.	„ -	Off Cockle Light-vessel -	„ -	Towed in shore and dispersed.
42	„	„	„ - -	35 miles E.N.E. of Smiths Knoll.	Floating derelict.	Searched for but nothing found
43	„	„	„ - -	Off Southwold - -	Floating -	„ „
44	„	Dec.	"Sarah Ann" -	Off Spurn - -	Derelict -	„ „
45	„	„	Unknown - -	Near Ameland Light -	Floating -	Not in Trinity House jurisdiction.
46	1892	Feb.	„ - -	Near Seven Stones -	Drifting -	Lloyd's informed.
47	„	„	„ - -	W.S.W. of Protector buoy	Floating -	Searched for but nothing found.
48	„	March	„ - -	Near S. Stack - -	„ -	Found by Trinity House Vessel and towed into Holyhead.
49	„	„	"Edward Moore"	Off the Lizard - -	Floating derelict.	Towed into Scilly by Pilot Cutter.
50	„	April	"Philotaxe" -	Near Hammond's Knoll -	„ -	Towed to Wintertonness and beached. Vessel subsequently broke up.
51	„	May	Unknown -	Near Newarp Light-vessel	„ -	Towed to Wintertonness and beached there.
52	„	„	„ - -	Near Smith's Knoll -	„ -	Superintendent to search.
53	„	July	„ - -	Off Aldbro' - - -	Floating wreckage.	Wreckage picked up by Trinity House vessel.
54	„	Oct.	"Vandallie" -	Near Leman and Ower -	Dismantled derelict.	Searched for but could not be found.
55	„	„	"Amelia" -	45 miles N.E. from Texel	Derelict -	Various authorities informed. Vessel subsepuently towed into Cuxhaven.
56	„	„	"Janus" -	Off Lowestoft - -	Floating -	Towed out of danger near Harwich, and subsequently dispersed.
57	„	„	Unknown - -	Between Hartland Point and Lundy.	Sunk and floating	Searched for but nothing found.
58	„	Nov.	„ - -	105 miles from Tynemouth	Floating -	Not in Trinity House jurisdiction, but various authorities warned.
59	„	Dec.	„ - -	Near Princes Channel Light-vessel.	„ -	Spars picked up.
60	„	„	„ - -	287 miles W. ½ N. of Fastnet.	„ -	Not in Trinity House jurisdiction.
61	„	„	"Capella" -	In Lat. 51° N., Long. 16° 47′ W.	„ -	„ „
62	„	„	Unknown - -	Off Start - - -	„ -	Searched for but nothing found.
63	1893	Jan.	„ -	Near Steepholm Island -	Floating mast	Picked up by Trinity House vessel.
64	„	„	"Kusten" -	Near Goodwin Light-vessel.	Floating -	Dispersed.
65	„	Feb.	Unknown - -	Off Orfordness - -	„ -	Searched for but nothing found.
66	„	„	„ - -	24 miles from Tongue Light-vessel.	„ -	Searched for but nothing found. Various authorities warned.
67	„	„	„ (2)	Off Scarboro' and Newarp	„ -	Searched for, portions of wreckage found and dispersed.
68	„	April	„ -	180 miles off Scarboro' -	„ -	No detailed information received, but wreck is outside Trinity House jurisdiction.
69	„	„	„ - -	In North Sea - - -	Derelict -	Out of Trinity House jurisdiction.
70	„	May	„ -	In North Sea - -	Floating -	Searched for but nothing found.
71	„	June	„ - -	Lat. 57° 16′ N., Long. 11° 26° E.	„ -	Not in Trinity House jurisdiction.
72	„	July	„ - -	Off Spurn - -	„ -	Superintendent instructed to search; "Argus" made unsuccessful search.
73	„	Aug.	„ - -	Off Strumble Head -	„ -	Picked up by Trinity House vessel.

No.	Year.	Month.	Name of Wreck.	Position.	Sunk or Floating.	How dealt with.
74	1893	Oct.	Unknown -	Off St. Ives - -	Floating -	Searched for but nothing found.
75	„	„	„ - -	97 miles from Tynemouth	Derelict -	No action taken. Not in Trinity House jurisdiction, information very vague.
76	„	Nov.	„ - -	Off Southwold - -	Floating -	Searched for but nothing found.
77	„	„	"St. Olaf" - -	In East Swin - -	„ -	Towed into Harwich by Trinity House vessel.
78	„	„	Unknown - -	Near Spurn - - -	„ -	Vessels sent to search the neighbourhood, but nothing was found.
79	„	„	„ - -	„ - -	„ -	Superintendent instructed to search; nothing found.
80	„	„	„ - -	In Lat. 56° 12′ N., and Long. 0° 18′ E.	„ -	No action taken. Not in Trinity House jurisdiction.
81	„	„	„ - -	75 miles from Tynemouth	Derelict -	No action taken. Not in Trinity House jurisdiction. Information of a very vague description.
82	„	„	„ - -	In North Sea - -	„ -	Vessel sent in search. Not found.
83	„	„	"Augusta Jeanetta"	Long. 1° 15′ E., Lat. 55° 15′ N.	„ -	No confirmation of report. No action taken. Not in Trinity House jurisdiction.
84	„	„	Unknown - -	Between Cromer and Dudgeon.	Sunk and floating.	Searched for, but nothing found.
85	„	„	„ - -	Near Leman and Ower -	Floating -	Searched for, but nothing found.
86	„	Dec.	"Anna" and Unknown.	Lat. 53° 31′ and Long. 4° 21′.	„ -	Out of Trinity House jurisdiction
87	„	„	Unknown - -	Near Wells - - -	„ -	Searched for, but not found.
88	„	„	„ - -	Off Flambro' Head -	Sunk and Floating.	Two vessels sent in search. Spar only found.
89	„	„	„ - -	Near Terschelling Light-vessel.	Floating -	Not in Trinity House jurisdiction. Various authorities warned.
90	„	„	„ - -	Near Amelland Light -	„ -	Not in Trinity House jurisdiction.
91	„	„	„ (2) -	In Lat. 53° 26′ and Lat. 53° 33′.	„ -	Out of Trinity House jurisdiction, but various authorities warned.
92	1894	Jan.	„ - -	Near "Would" Light-vessel.	„ -	Wreckage removed, believed to be from vessel sunk off Winterton. *See* above.
93	„	„	„ - -	Off the Haisbro' - -	„ -	Telegraphed to Superintendent to search. Not found.
94	„	„	„ - -	In Princes Channel -	„ -	"Warden" instructed to search. Nothing found.
95	„	„	„ - -	Near Coquet - -	„ -	Searched for, but nothing found.
96	„	„	„ - -	160 miles, E.N.E. from Tynemouth.	Derelict -	Not in Trinity House jurisdiction, but various authorities and firms warned.
97	„	Feb.	„ - -	Off Goodwin Light-vessel	Floating -	Position given inaccurate, no further report received.
98	„	„	„ - -	Off Boston Knock - -	„ -	Dealt with by Boston Harbour Commissioners.
99	„	March	„ - -	Off Spurn - -	„ -	Towed into Humber by H.M.S. "Hearty."
100	„	„	„ - -	In Lat. 55° 54′ N., Long. 2° 28′ E.	„ -	Off coast of Scotland. Not in Trinity House jurisdiction. Northern Commissioners and Shipping Gazette informed.
101	„	„	„ - -	Off Long ships - -	Floating log only.	Telegraphed to Superintendent to search and report. Not found.
102	„	„	„ -	Off S.W. Gunfleet Buoy -	Floating -	Searched for, but not found.
103	„	„	„ - -	Off Varne or E. Goodwin	„ -	Searched for, but not found. Another search subsequently ordered.

APPENDIX D.

No. 2.

(Handed in by Sir George Nares, p. 67.)

RETURN of FLOATING WRECKS reported to and dealt with by the COMMISSIONERS of NORTHERN LIGHTHOUSES since 31st March 1889.

No.	Date.	Name of Wreck.	Position.	How dealt with.
1	Seen about 13th May 1889.	Floating wreckage. Foreign derelict schooner dismasted, with only mainsprit standing.	North Sea, off Firth of Forth.	Notice inserted in "Scotsman" of 17th and 18th May.
2	Seen 21st June 1889	Floating wreckage. Derelict vessel deeply immersed in water.	Irish Sea, between Mull of Galloway and point of Ayre.	Notice inserted in "Scotsman," "Glasgow Herald," "Times," and "Liverpool Mercury."
3	Reported to Board of Trade 26th July 1890.	Floating wreckage. Boat with stump of mast.	Moray Firth	Notice inserted in "Scotsman," "Scottish Leader," "Glasgow Herald," "Aberdeen Free Press," and "Dundee Advertiser."
4	——	Floating wreck	Firth of Clyde, Corrygill Point.	Notice inserted in "Scotsman," "Scottish Leader," "Glasgow Herald," and "Greenock Telegraph."
5	Seen about 28th October 1891.	Floating wreckage. Large part of derelict vessel.	Off Cruden Bay, Aberdeenshire.	Notice inserted in "Scotsman," "Aberdeen Free Press," "Peterhead Sentinel," and "Peterhead Observer."
6	Information received 21st May 1892.	Floating ship's masts, apparently fixed to submerged vessel.	Off Tod Head	Removed by Assistant Buoymaster, 24th May 1892.
7	Reported 26th December 1892.	Wreck. Masts and spars apparently fast to sunken vessel.	East of Isle of May	Removed 28th December 1892, and sold for 4*l.* January 1893.
8	——	Submerged wreck floating	Off Shetland	Notice, 22nd April 1893, inserted in "Scotsman," "Scottish Leader," "Evening News," and "Despatch," and "Aberdeen Free Press."
9	Seen 7th March 1894	Floating wreck. Wooden barque apparently abandoned.	German Ocean, Lat. 55° 54′ N.; Long. 2° 28′ E.	Notice to mariners inserted in "Scotsman" and "Scottish Leader" of 17th March 1894.

APPENDIX D.

No. 3.

(Handed in by Sir George Nares, p. 67.)

RETURN of FLOATING WRECKS reported to and dealt with by the COMMISSIONERS of IRISH LIGHTS since 31st March 1889.

No.	Year.	Name of Wreck.	Position.	How dealt with.
1	1889	Waterlogged barque	Blackrock, Mayo	Notice to mariners issued. Not since heard of.
2	1891	Floating wreckage	Berehaven	Drifted past station.
3	„	Barque "Kate Crosby"	Horn Head, co. Donegal	Notice issued. Searched for unsuccessfully. Abandoned leaky.
4	„	"Gipsey," of Chester	Aranmore	Abandoned. Picked up by Islanders.
5	1892	Wreckage	Slyne Head	Drifted away from landing place.
6	„	Floating wreckage	Ballycotton	Picked up bearing name "Trader," Liverpool.
7	1893	Floating spars	Ballywalter	Notice issued. Secured and removed.
8	„	Floating wreck	Tory Island	Notice issued.
9	„	Derelict ship	Eagle Island	Notice issued. Searched for without success.

APPENDIX E.

No. 1.

(*Handed in by Mr. Kent*, Q. 472.)

WRECKS dealt with by the TRINITY HOUSE under the REMOVAL of WRECKS ACT, upon which the heaviest Expenditure has been incurred.

Date.	Name.	Locality.	Net cost of dispersion.
			£ s. d.
September, 1877	"Forest"	Off Weymouth	1,296 0 0
May, 1885	"Ventnor"	Off Barry Point, Bristol Channel	1,100 0 0
November, 1881	"British Navy"	In the Downs	706 0 0
March, 1882	"Alert," and Unknown Barque	Ranie Spit, Bristol Channel	2,157 0 0
October, 1882	"Thomas Lee"	In Sea Reach	667 0 0
December, 1882	"Ellen Rickmers"	Off Plymouth	408 0 0
,, ,,	"Raglan"	Bristol Channel	748 0 0
October, 1885	"Isle of Arran"	Near "Sunk"	511 0 0
September, 1885	"Dolphin"	Off Walmer	530 0 0
March, 1885	"Rhondda"	Bristol Channel	1,046 0 0
January, 1885	"Simla"	Near Oaze Sand, entrance to Thames	689 0 0
October, 1878	"Commerce"	Off Hastings	1,137 0 0
November, 1887	"E. F. Sawyer"	Off Hythe	527 0 0
August, 1888	"Brownrigg"	Off Horsey	646 0 0
November, 1888	"Explorer"	Near Nore	647 0 0
March, 1890	"Ville de Calais"	Off Margate	3,226 0 0
January, 1891	"Thessaly"	Off Spurn	1,342 0 0
February, 1891	"Erith"	In the Warp	528 0 0
March, 1892	"Mary and Elizabeth"	In the Swin	630 0 0
October, 1892	"Janus"	Off Felixstowe	510 0 0

APPENDIX E.

No. 2.

(*Handed in by Mr. Kent, Q.* 479.)

RETURN SHOWING COST OF REMOVING OR SEARCHING FOR ALL FLOATING WRECKS DEALT WITH BY THE CORPORATION OF TRINITY HOUSE DURING EACH OF THE FIVE YEARS SINCE 31ST MARCH 1889.

Locality.	Date of Report.	Date of Search.	Vessel employed.	Time.	Result of Search.	Expense.
	1888.			Days.		£ s. d.
Off Beachy Head	Dec. 29	Dec. 29 and 31 and Jan. 1 1889.	"Warden"	—	Towed to Medina River, Isle of Wight, and subsequently destroyed.	286 0 0
	1889.					
Five miles E. ½ S. of Withernsea.	Not reported by letter.	June 4 and 19	"Argus"	1½	Nothing found	18 0 0
Near S. Winterton Ridge Buoy.	,,	May 18	"Satellite"	½	Masts and spars cleared away.	6 0 0
Fifteen and three-quarters miles from the Tongue Light-vessel.	April 4	April 5	"Warden"	1	Nothing found	12 0 0
Fifteen and three-quarters miles from West Hinder Light-vessel.	May 8	May 9	,,	1	Mast and boom cleared away.	12 0 0
Off Sandgate	,, 28	,, 29	,,	1	Nothing found	12 0 0
Off Portobello C.G. Station	,, 29	May 31 and June 1.	,,	1	Small bowsprit found	12 0 0
Off Cape Cornwall	Not reported by letter.	Sept. 18	"Alert"	½	Nothing found	6 0 0
Near South Holm Buoy	,,	Oct. 12	"Argus"	½	Floating wreckage picked up.	6 0 0
Off Haisbro' (Reported)	Oct. 2	,, 11	,,	½	Nothing found	6 0 0
	1890.					
Off East Goodwin Light-vessel.	Feb. 18	Feb. 19	"Galatea"	—	Towed into Westgate and ultimately dispersed.	194 0 0
Near Outer Dowsing Light-vessel.	Not reported by letter.	,, 21	"Argus"	1	Drifting spars picked up.	12 0 0
Near west end of Ridge	Feb. 14	,, 15	"Warden"	1	Searching	12 0 0
Near N.E. Varne Buoy	,, ,,	,, 16	,,	1	Mast, &c., dragged away and picked up.	12 0 0

Locality.	Date of Report.	Date of Search.	Vessel employed.	Time.	Result of Search.	Expense.
	1890.			Days.		£ s. d.
Near Pwll-du-Point (Mumbles).	Not reported by letter.	Feb. 1 and 3	"Ready" -	2	Nothing found -	24 0 0
Off Scarweather Light-vessel.	„	„ 5 „ 8	„ -	3	„ -	36 0 0
Off Nash - -	„	March 29 and 31	„ -	1½	One piece of mast picked up.	18 0 0
Between Inner Fern and North Sunderland.	April 17	Not reported	Hired tug -	—	Spar only picked up	4 0 0
Off Spurn - -	Not reported	April 24	"Argus" -	½	Nothing found -	6 0 0
About 60 miles E.N.E. of Scarboro'.	April 25	May 5	„ -	—	Found and dispersed	192 0 0
Near N.E. Bardsey Buoy -	Not reported by letter.	April 24	"Satellite" -	½	Nothing found -	6 0 0
Near Gull Buoy - -	„	„ 21	"Warden" -	½	Piece of topmast picked up.	6 0 0
Off Barry Island - -	„	March 29	"Ready" -	—	Dispersed - -	171 0 0
Near Dover Pier - -	„	May 21	"Warden" -	½	Steamer's charthouse picked up.	6 0 0
Off Point Lynas - -	May 19	May 20	"Stella" - -	1	Spar removed -	12 0 0
In North Sea - -	June 25	June 30	"Argus" -	—	Vessel sent in search; spars removed and hull dispersed.	83 0 0
65 miles E. by N. of Hartlepool.	„ 10	June 11 to 14	„ - -	3	Nothing found but floating pit props.	36 0 0
Off Bardsey Island - -	Not reported by letter.	„ 14 and 17	"Stella" -	6	Nothing found. Detained 48 hours by fog.	72 0 0
On Ower Sand - -	„	August 11	"Argus" -	½	Driving spars picked up.	6 0 0
Near South Winterton Ridge.	Sept. 5	Sept. 4	„ - -	1	Nothing found -	12 0 0
Off Withernsea - -	Not reported by letter.	„ 9 and 10	„ - -	1	Proceeding to and surveying.	12 0 0
20 miles from St. Catherines.	Sept. 12	„ 13 to 17	"Vestal" -	4	Searched for but nothing found.	60 0 0
Off Fairlight - -	July 1	July 2 and 3	"Warden" -	1	Searched for but nothing found.	12 0 0
Near Inner Dowsing Light-vessel.	Oct. 20	Oct. 22	"Argus" -	½	„ „	6 0 0
Near Dudgeon - -	„ 28	„ 31	„ - -	1	„ „	12 0 0
40 miles from Lowestoft -	Nov. 1	Nov. 5 and 6	„ - -	1	Nothing found -	12 0 0
Off Dudgeon - -	„ 10	„ 10 and 11	„ - -	1	„ - -	12 0 0
Near Smith's Knoll - -	„ 10	„ 11 and 12	„ - -	1	„ - -	12 0 0
In Looe Stream - -	Dec. 26	Dec. 27 and 28	"Mermaid" -	—	„ - -	3 0 0
	1891.					
Off Newarp Light-vessel -	Not reported by letter.	Feb. 1	"Argus" -	1	„ - -	12 0 0
Outside Goodwin Sands -	March 24	March 27	"Warden" -	½	„ - -	6 0 0
6 miles from Spurn (mast only).	„ 25	April 2 to 10	"Satellite" -	8½	Nothing found; weather too bad.	102 0 0
Off Folkestone - -	April 20	May 13	"Warden" -	½	Nothing found -	6 0 0
In Slipway - -	„ 7	—	Hired tug -	½	„ - -	6 0 0
Between Aldbro' Ridge and Orfordness.	Sept. 1	Sept. 3	"Argus" -	—	Dispersed - -	173 0 0
Not reported (two baulks of timber).	Not reported by letter.	„ 2	"Warden" -	½	Timber picked up -	6 0 0
Off Portland - -	Sept. 22	Sept. 24 and 25	Hired steamer -	1	Nothing found -	12 0 0
Near Salcombe - -	Not reported	„ 21 and 22	"Ready" -	2	„ - -	24 0 0
Off Cockle Light-vessel -	„	Nov. 12	"Satellite" -	—	Floating; towed inshore and dispersed.	19 0 0
27 miles N.E. of Spurn Light-vessel.	Dec. 9th	Dec. 12	"Argus" -	1	Nothing found -	12 0 0
Off Smith's Knoll -	Not reported	Nov. 16 to 18	„ - -	2	Derelict not found, but small spar picked up.	24 0 0
Off Lowestoft or Southwold.	„	Dec. 16	„ - -	1	Nothing found -	12 0 0
Off Folkestone - -	Dec. 4	„ 6 to 8	"Vestal" -	2½	„ - -	30 0 0
Near Aldbro' Beach -	Not reported by letter.	„ 23	"Satellite" -	½	Spars and rigging picked up.	6 0 0
Near South Stack -	„	„ 4	"Stella" -	½	Nothing found -	6 0 0

Locality.	Date of Report.	Date of Search.	Vessel employed.	Time.	Result of Search.	Expense. £ s. d.
	1892.			Days.		
Off Souter Point	Jan. 15	Jan. 15	Hired tug	½	Nothing found	6 0 0
Off the Spurn	Not reported by letter.	Feb. 23	"Argus"	½	„	6 0 0
„	„	March 9	„	½	„	6 0 0
Near Protector Buoy	Feb. 29	„ 10	„	½	„	6 0 0
Off North Foreland	Not reported by letter.	„ 13	"Warden"	3	„	36 0 0
Near Chester Bar	Jan. 12	Jan. 19 and 20	"Stella"	1	„	12 0 0
Near South Stack	Not reported by letter.	Feb. 23 and Mar. 8 and 15.	„	1½	Found and towed to Holyhead.	18 0 0
Near Hammond's Knoll	„	April 9	"Argus"	—	Towed to Winterton-ness and beached. Vessel subsequently broke up.	49 0 0
Off Southwold	„	„ 1	„	½	Nothing found	6 0 0
miles S.E. of Dudgeon	„	May 2 and 7	„	½	„	6 0 0
Near Newarp Light-vessel	May 6	May 9	„	—	Towed to Winterton-ness and beached there.	357 0 0
4 miles off Brancaster	Not reported by letter.	„ 7	„	½	Nothing found	6 0 0
E.S.E. of Newarp	May 6	„ 9	„	1	„	12 0 0
„	Not reported by letter.	„ 11	„	1	„	12 0 0
Between Smith's Knoll and Cromer.	May 9	„ 18	„	½	„	6 0 0
Outside Cross Sand	Not reported by letter.	„ „	„	½	„	6 0 0
On edge of Nore Sand	„	„ 31	"Warden"	½	„	6 0 0
E.S.E. of Dudgeon	Aug. 4	Aug. 5 and 6	"Argus"	1	„	12 0 0
„	„	Aug. 16	„	½	Spars removed	6 0 0
„	„	„ 17	„	1	„	12 0 0
Off Aldbro'	Not reported	July 23	"Warden"	½	Floating wreckage picked up.	6 0 0
Near Outer Gabbard	July 27	„ 29	„	1	Nothing found	12 0 0
Off Lowestoft	Oct. 27	Oct. 26	"Satellite"	—	Towed out of danger near Harwich, and subsequently dispersed.	510 0 0
Outside Leman and Ower	Oct. 6	„ 12	"Argus"	1	Nothing found	12 0 0
Outside Spurn	Nov. 8	Nov. 9 and 11	„	3	„	36 0 0
Near Princes Channel	„ 28	Dec. 1	"Vestal"	½	„	7 10 0
„ „	Dec. 16	„ 16	„	½	Spars picked up	7 10 0
Off Start	„ 27	Dec. 29 and Jan. 2.	"Alert"	4½	Nothing found	54 0 0
Between Hartland and Lundy.	Oct. 24	Oct. 25 and 26	"Siren"	2	„	24 0 0
Off Steepholm Island	Action reported in Jan. 1893.	Dec. 23 and 24	"Ready"	1	1 piece of mast picked up.	12 0 0
	1893.					
Near Goodwin Light Vessel	Not reported	Jan. 20	"Vestal"	—	Dispersed	304 0 0
Off Newarp	March 23	March 25	"Argus"	1	Nothing found	12 0 0
Near Orfordness	Not reported by letter.	Jan. 31	"Satellite"	1	„	12 0 0
25 miles from the Tongue Light-vessel.	Feb. 16	Feb. 17	"Warden"	1	„	12 0 0
Off Scarboro' and Newarp (2).	March 15	March 22	"Argus"	—	Searched for, portions of wreckage found and dispersed.	48 0 0
In North Sea off Lowestoft	May 18	May 20	„	1	Nothing found	12 0 0
Off Smith's Knoll	June 3	June 5	„	1	Some spars picked up.	12 0 0

Locality.	Date of Report.	Date of Search.	Vessel employed.	Time.	Result of Search.	Expense.
	1893.			Days.		£ s. d.
Near Caldy Island	May 25	June 2 and 3	"Siren"	1	Nothing found	12 0 0
Near Longstone	July 11	Date not given	Hired Tug	4	„	12 0 0
Off Haisbro'	—	Aug. 18	"Argus"	½	„	6 0 0
15 miles from Spurn	Not reported by letter.	Sept. 26	„	1	„	12 0 0
Near Bishop Rock	July 12	July 18	"Alert"	½	„	6 0 0
Off Plastillion Point	Not reported by letter.	Sept. 28	"Stella"	½	„	6 0 0
In the Would	„	Nov. 6	"Argus"	½	„	6 0 0
Off Southwold	Nov. 9	„ 11	„	1	„	12 0 0
Off Spurn	Nov. 23	Nov. 24 and 25	"Argus"	1	Nothing found	12 0 0
Off Coquet Island	„ „	„ 25 to 28	„	3	„	36 0 0
In the Would	„ „	Dec. 7	„	½	Wreckage picked up	6 0 0
Off Dudgeon	„ „	„ „	„	½	Nothing found	6 0 0
4 miles N. by E. of Flambro'.	„ 29	Nov. 30	„	2	„	24 0 0
N.E. of Cromer	„ „	Nov. 27 and 29	"Vestal"	2	„	30 0 0
N.E. of Dudgeon	„ „	Nov. 29	„	1	„	15 0 0
Off Wells (Norfolk)	Dec. 1	Dec. 6 to 7	"Siren"	1	„	12 0 0
Near Dudgeon	Oct. 4	Oct. 5 to 7	"Satellite"	3	„	36 0 0
5 miles above the Sunk Light-vessel, in the Swin.	Not reported by letter.	Nov. 11 and 12	"Irene" and tug.	2	Derelict towed into Harwich.	24 0 0
Between Shipwash and Leman and Ower.	Nov. 28	„ 24 and 25	"Vestal"	1½	Nothing found	22 10 0
Off Cromer	Not reported by letter.	„ 28 and 29	„	1	„	15 0 0
Between Dudgeon and Outer Dowsing.	„	Nov. 29	„	1	„	15 0 0
On Sizewell Bank	Dec. 11	Dec. 15 and 16	"Triton"	2	Piece of spar only found.	24 0 0
Off Mablethorpe	Dec. 22	Jan. 18 (1894)	"Argus"	½	Spar removed	6 0 0
Off Saltfleet	„ „	„ „ („)	„	½	Nothing found	6 0 0
	1894.					
Off Winterton	Jan. 9	Jan. 10	„	½	„	6 0 0
Off Would	„ 10	Jan. 11 and 12	„	1½	Wreckage picked up	18 0 0
Near Inner Dowsing Light-vessel.	Feb. 12	Feb. 20	„	½	Nothing found	6 0 0
Near Haisbro' Light-vessel	Jan. 11	„ 23	„	½	Spar recovered	6 0 0
Off Spurn Light-vessel	Feb. 7	„ 20	„	½	Nothing found	6 0 0
Off Inner Dowsing	Not reported by letter.	March 17	„	½	Spar picked up	6 0 0
Near Inner Gabbard Buoy	„	Feb. 2	"Satellite"	½	„	6 0 0
In West Swin	March 24	March 26 and 27	"Warden"	1	Nothing found	12 0 0
Between Varne and Dungeness.	„ 28	March 30	„	½	„	6 0 0
Off Runnelstone	Feb. 10	Feb. 10	"Alert"	1	„	12 0 0
Off Strumble Head	March 2	March 10	"Siren"	1	„	12 0 0
					Total	4,029 10 0

APPENDIX F.

No. 1.

(Handed in by Mr. Bullock, Q. 971.)

(No. 4030.)

"FLORENCE RICHARDS" (S.S.)

The Merchant Shipping Acts, 1854 to 1876.

IN the matter of a formal Investigation held at St. George's Hall, Liverpool, on the 8th, 9th, and 10th days of April 1890, before THOS. STAMFORD RAFFLES, Esquire, Stipendiary Magistrate, assisted by Captains PARISH, RICHARDSON, and DYER, R.N., Nautical Assessors, into the circumstances attending the loss of the British steamship "FLORENCE RICHARDS," of Liverpool, through striking some obstruction off Cape Roca, Portugal, on the 10th instant, whereby loss of life ensued.

Report of Court.

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds, for the reasons stated in the annex hereto, that the said ship was lost owing to her having struck some unseen obstruction in the water off Cape Roca. One man, James Hanlon, appeared to have lost his life by jumping into the boat, when he fell between the boat and the ship and got jammed in doing so, causing his death.

Dated this 10th day of April 1890.

(Signed) T. S. RAFFLES, Judge.

We concur in the above report.

(Signed) ALFRED PARISH, GEO. RICHARDSON, RICHD. C. DYER, } Assessors.

Annex to the Report.

This was an inquiry into the circumstances attending the loss of the British steamship "Florence Richards," of Liverpool, through striking some obstruction off Cape Roca, Portugal, on or about the 10th of March last, whereby loss of life ensued. Mr. Paxton, solicitor, appeared for the Board of Trade; Mr. Walter Bateson, solicitor, for the owners, and Mr. Lightbound, solicitor, for the master of the "Florence Richards."

This ship was an iron screw-steamer, built at Sunderland in 1874, of 1056·36 tons gross and 668·46 tons register, and of 120 horse-power combined. She was owned by Mr. Charles Nicholson, of Liverpool, who managed her, and several others, and she was registered at Liverpool. She was commanded by Mr. Timothy Winder, who holds a master's certificate of competency, originally dated 17th March 1881. The vessel was engaged in the Mediterranean trade, and the master had been in that trade for the same firm for 18 months. She loaded on this occasion a cargo of salt at Arzu, near Oran, of about 1,370 tons, and left that place on the 6th March last for Rouen, having a crew of 18 hands all told, and drawing 18 ft. 2 in. aft and 16 ft. 2½ in. forward on leaving Gibraltar, where she called to coal. They passed Cape St. Vincent at 1.30 p.m. on the 9th, from 1 to 1½ miles distant, when they set a N. course by compass, which is N. 9 E. magnetic, the weather being stormy and the wind N., a little westwardly, and a heavy sea on rounding the Cape. They sighted Cape Espichel about 6 a.m. on the 10th, and altered the course to N. by E. magnetic. At 9 a.m. it was abeam at a distance verified by four-point bearing of 9 to 10 miles. The same course was continued. At noon they had observations which placed them in latitude 38·32 N. and longitude 9·32 W. They signalled Cape Guia about 1.30 p.m. About 2.15 p.m., according to the master, Cape Roca bore N.E. ½ N., correct magnetic, about 7 to 8 miles distant. The master left the bridge for the chart room to consult his chart immediately afterwards, and in about 10 to 15 minutes felt the vessel strike. He at once ran on deck, but could see nothing, but sent the mate to sound, when he reported that the ship was filling fast. He ordered out the lifeboat, and all got in but one man, James Hanlon, who appeared to have jumped and fallen between the boat and the ship. They tried to pick him up, but he sank and was lost, apparently having injured himself, and died just before they lost sight of him. The ship sank soon afterwards.

At the close of the evidence, Mr. Paxton put in the following questions :—

1. Was the position of the vessel correctly ascertained at noon on the 10th March?
2. From that time, was a safe and proper course set and steered and due and proper allowance made for currents or leeway?
3. What did the vessel strike upon?
4. What was the cause of Hanlon's death, and was every effort made to save him?
5. What was the cause of the casualty?
6. Was the master or chief officer in default in regard to any of the above matters?

And he stated that the Board of Trade were of opinion that the master and chief officer's certificates should be dealt with.

Mr. Lightbound then addressed the Court for the master.

The Court gave judgment as follows :—

1. The position of the vessel, as stated by observation, could not have been correct at noon on the 10th instant, as by the course steered and distance run from off Espichel she must have been considerably inside it.
2. The course would have been a safe and proper one had the position by observation been correct, but it was rather a close one from the place at noon, which the Court believed her to be in as stated in the last answer.
3. The Court is not prepared to say upon what the vessel struck. It may have been a sunken piece of wreck, or a log of wood.
4. The unfortunate man Hanlon, in jumping into the boat, fell between the boat and the ship. Everything appeared to have been done to save him, but he seemed to have been seriously injured, and to have died in the water.
5. The obstruction against which the vessel struck must have caused so much damage to her plates that she filled rapidly and foundered in about half an hour after striking.
6. The master or chief officer was not in default.

(Signed) T. S. RAFFLES, Judge.

We concur in this report.

(Signed) ALFRED PARISH, GEO. RICHARDSON, RICHD. C. DYER, } Assessors.

Liverpool, 10th April 1890.

APPENDIX F.

No. 2.

(Handed in by Mr. Bullock, Q. 972.)

(No. 4165.)

"GLENRATH" (S.S.)

The Merchant Shipping Acts, 1854 to 1876.

In the matter of a formal Investigation held at the Moot Hall, Newcastle-upon-Tyne, on the 4th and 6th days of November 1890, before THOMAS NELSON and JOHN GEORGE FENWICK, Esquires, two of Her Majesty's Justices of the Peace acting in and for the City and County of Newcastle-upon-Tyne, assisted by Captains A. P. FRENCH and E. BROOKS, into the circumstances attending the loss of the British steamship "GLENRATH," on Cape Look Out Shoals, North Carolina, on 30th September 1890.

Report of Court.

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds, for the reasons stated in the annex hereto, that the loss of the vessel was caused by the careless navigation of the master and second officer, and the total neglect of the use of the lead when approaching the dangerous shoals off Cape Look Out, upon which the vessel stranded. The Court finds the master and second officer both in default, and suspends the master's certificate for the period of six months, and severely reprimands the second officer, but in the circumstances does not deal with his certificate.

Dated this 6th day of November 1890.

(Signed) THOS. NELSON, J. G. FENWICK, } Judges.

We concur in the above report.

(Signed) A. P. FRENCH, ED. BROOKS, } Assessors.

Annex to the Report.

This was an inquiry into the circumstances attending the stranding and subsequent loss of the British steamship "Glenrath," and was held on the 4th and 6th days of November 1890, before Thomas Nelson and John George Fenwick, Esquires, assisted by Captains French and Brooks, nautical assessors. Mr. F. W. Dendy appeared on behalf of the Board of Trade, Mr. Boning, represented the owners, and Mr. Timperley the master and first and second officers.

The "Glenrath," official No. 79,160, was an iron screw ship, built at Jarrow-on-Tyne by the Palmer Shipbuilding Company, in the year 1879, of 1,657·73 tons gross, and 1,053·34 tons nett register, and fitted with two compound inverted direct-acting surface-condensing engines of 160 h.p. combined also, built by the Palmer Shipbuilding Company. She was registered at Leith and owned by the Glenrath Steamship Company, Limited, of Mercantile Chambers, Quayside, in the city and county of Newcastle-upon-Tyne, John Laburn Gracie, of Newcastle-upon-Tyne, having been designated manager on the 20th September 1889. Her length was 255 ft., main breadth 34·6 ft., and depth of hold 23·6 ft.

When she began her last voyage she was in good and seaworthy condition. She was supplied with four compasses, a pole compass, a standard, which was an Azimuth compass, on the upper bridge, a steering compass in a binnacle on the lower bridge, and a similar one on the poop, which was used when steering aft.

It is not known when they were last adjusted, or by whom they were made, but they were overhauled and put in good order by Mr. Basnett, of Liverpool, in July 1887. The master had on board a Wilson's chart, 1890, also sailing directions belonging to the chart, and the North Atlantic Memoir. She had three lifeboats, two of which were supplied with masts and sails, and a jolly-boat, all of which were said to have been fully equipped. They were placed on chocks on either side of the bridge, and were fitted with davits and tackles ready for use. She was also fitted with the usual pumps.

The "Glenrath" left Pensacola, U.S.A., bound for Antwerp (via Norfolk, for coals), on the 24th September 1890, with a crew of 21 hands all told, and a cargo of timber amounting to about 1,900 tons. She was under the command of Charles Judson Anderson, who held a certificate of competency, as master, No. 09,839, her draft of water on leaving being 19 ft. 4 in. forward, and 19 ft. 10 in. aft. Having passed safely through the Gulf of Florida, she arrived at about 3.50 a.m. of the 30th September off the "Frying Pan Shoals Lightship," which at that time bore N.W. ¼ W. (magnetic) distant one mile. From this point of departure a course was set N.E. ¾ E. (magnetic), and was continued till noon when by the meridian altitude taken by the chief mate she was found to be in 34° 9′ north latitude and 76° 50′ west longitude by dead reckoning, no sights for longitude having been obtained. The same course was continued, the weather being fine and clear, with a gentle breeze from N.W. and sea moderate.

At 2 p.m. the master went below leaving Ambrose Day Gange, second mate, in charge of the deck, with orders to call him if he happened to see "Cape Look Out Lighthouse," and not to go within 12 miles of it.

The second mate, however, failed to inform the master when he sighted the light, and the latter stated that at 4.45 p.m., when still below, he felt the ship strike, and immediately went on deck. There he met the second mate, who followed him on to the bridge, and the master inquired of him what the ship had struck. He replied, "I don't know. There is the lighthouse." The master took a bearing of it, and stated that it bore, in his opinion, N.W. by N. by standard, *i.e.*, N.N.W. (magnetic).

According to the second mate, he first saw the lighthouse at 4.35 p.m., bearing N.W. by N. (by standard compass) and five minutes later saw breakers on the same bearing distant about 3 miles, and at 4.45, as he was about leaving the bridge to call the master, he felt the ship strike. The engines, which were then running full speed, were stopped and reversed, and the lead put over, the first cast giving 3 fathoms or 3½ fathoms, with sandy bottom, and other casts various soundings, as the ship moved. By the master's orders the engines were worked alternately ahead and astern, and the ship came off, but in the course of a short time got on again, and she remained fast until 10 p.m., when she was found to be afloat and drifting. The port anchor was then let go with 50 fathoms of chain, which brought her up.

Shortly after the ship struck the holds were sounded, and water was found to be coming into the main, and in about an hour the fires had to be drawn, as the water was then rising up to the furnaces.

Between 9 and 10 p.m., the chief mate was sent away in one of the lifeboats, with 12 hands, for assistance.

At 2 a.m., October 1st, the "Glenrath" foundered, the fore yard being just visible above water.

The master and rest of the crew had in the meantime taken to one of the remaining lifeboats, which, after the vessel foundered, they made fast to the fore mast until daylight, when they pulled towards shore.

Between 1 and 2 p.m. of that day the master's boat was met by a lifeboat from the shore, which towed them into Beaufort Harbour.

No lives were lost.

At the conclusion of the evidence, the following questions were submitted to the Court on behalf of the Board of Trade; Mr. Timperley addressed the Court for his clients, and Mr. Dendy replied.

1. What number of compasses had the vessel on board, where were they placed, and were they in good order and sufficient for the safe navigation of the vessel?

2. When and by whom were they made, and when and by whom were they last adjusted?

3. Did the master ascertain the deviation of his compasses by observation from time to time, were the errors of the compasses correctly ascertained, and the proper corrections to the courses applied?

4. Whether proper measures were taken to ascertain and verify the position of the vessel at noon on the 30th September, and from time to time thereafter?

5. Whether a safe and proper course was then set, and thereafter steered, and whether due and proper allowance was made for tide and currents?

6. Whether the master was on deck at a time when the safety of the vessel required his personal supervision?

7. Whether, when he went below, he gave proper and sufficient instructions to the second officer as to the navigation of the vessel?

8. Whether the master instructed the second officer to call him when the Cape Look Out Light was sighted, if not, was he justified in neglecting to instruct the second officer accordingly, or was the second officer justified in neglecting to call the master at that time?

9. Whether the master and second officer both, or either of them, were justified in keeping the vessel so long on a N.E. ¾ E. magnetic course.

10. Whether a good and proper look out was kept?

11. Whether the neglect of the lead was justifiable?

12. What was the cause of the damage to and subsequent loss of the vessel?

13. Did she strike the wreck of the "Aberlady Bay," or did she strand upon Cape Look Out Shoals?

14. Whether she was navigated with proper and seamanlike care?

15. Whether the master and officers are, or either of them is, in default?

In the opinion of the Board of Trade, the certificates of Charles Judson Anderson, the master, and Ambrose Day Grange, the second mate, should be dealt with.

To which the Court replied as follows:—

1. The vessel had four compasses on board, viz., the standard on the upper bridge, steering compass on the lower bridge, pole compass, and one compass aft on the poop. They were in good order and sufficient for the safe navigation of the vessel.

2. There was no direct evidence to show when and by whom the compasses were made. The master stated he believed they were made by Basnett, of Liverpool, and that they were overhauled by him at Liverpool in July 1887.

3. The master stated he ascertained the deviation of his compasses by observation from time to time, that the errors were correctly ascertained, and that the proper corrections to the courses were applied.

4. Proper measures were not taken to ascertain and verify the position of the vessel at noon on 30th September, nor from time to time thereafter.

5. The course set and steered was too fine, and the master failed to satisfy the Court that he made due and proper allowance for tide and currents.

6. The master was not on deck, after 2 o'clock of the afternoon when the casualty occurred, at a time when the vessel was known to be approaching dangerous shoals.

7. The master did not, when he went below, give proper and sufficient instructions to the second officer as to the navigation of the vessel.

8. The master instructed the second officer to call him when Cape Look Out Light was sighted, but the second officer unjustifiably neglected to do so.

9. Under the circumstances detailed in the answers to the 4th and 5th questions, the master was not justified in keeping the vessel so long on a N.E. ¾ E. magnetic course.

10. A good and proper look-out was not kept.

11. The neglect of the lead was totally unjustifiable.

12 and 13. The Court is satisfied that the vessel did not strike the wreck of the "Aberlady Bay," but that she stranded upon the Bibb Shoal off Cape Look Out, thus causing her damage and subsequent loss.

14. The vessel was not navigated with proper and seamanlike care.

15. The Court finds the master and second officer both in default, and suspends the master's certificate for the period of six months. In the circumstances the Court, while not dealing with the second officer's certificate, severely reprimands him for his carelessness and neglect of duty.

At the conclusion of the evidence on the 4th, it was contended, on behalf of the master and officers, that the vessel struck the wreck of the "Aberlady Bay," and their advocate, Mr. Timperley, applied for the adjournment of the inquiry *sine die* in order that affirmative evidence might be obtained from America in support of his contention.

For the purpose of carefully considering in the meantime the evidence already adduced, the Court adjourned to the 6th, when Mr. Timperley withdrew his application. The Court then proceeded with the inquiry, being quite satisfied from the evidence given, after having worked out the course of the "Glenrath," and perused the official report of the "Aberlady Bay" inquiry, that the vessel stranded upon a shoal and did not strike the wreck of the "Aberlady Bay."

The course set, the nature of the bottom as disclosed by the armed lead, the soundings taken, and the position of the breakers on the same bearing from the ship as the light, all tend to prove that the "Glenrath" stranded on the Bibb Shoal.

The casualty was undoubtedly caused by the careless navigation of the master and of the second officer, particularly in the total neglect of the use of lead.

A cast of the lead would have served to verify the position of the vessel, whereas nothing of the kind was done, and though the vessel was in dangerous waters, the master remained below, relying entirely upon the second officer, who on his part failed to carry out such instructions as were given him by the master.

Under the circumstances the Court found the master and second officer both in default, and suspended the master's certificate for six months, at the same time severely reprimanding the latter.

(Signed) THOS. NELSON, J. G. FENWICK, } Justices.

We concur.

(Signed) A. P. FRENCH, ED. BROOKS, } Assessors.

APPENDIX F.

No. 3.

(Handed in by Mr. Bullock, Q. 975.)

Halifax, N.S.,
June 2nd, 1893.

Sir,

I HAVE the honour to state that according to instructions contained in your telegram of the 26th instant, I held a preliminary enquiry at the Marine and Fisheries Office, Halifax, in the cause of the total loss of the steamship "Cragside" by foundering in the vicinity of Whitehead Lighthouse, on the coast of Nova Scotia, about midnight of the 19th May, 1893.

The "Cragside" was a steel-built screw-steamer of 1,278 tons, registered in London, G.B., official number 90,349 and owned by the Cragside Steamship Company.

At the time of the casualty she was commanded by Captain Louis Anderson, who holds a master's certificate of competency.

He had with him two certificated mates, three engineers, six seamen, five firemen and a carpenter.

The vessel appears to have been well supplied with boats, compasses and other necessary equipments, and was in good, seaworthy condition.

She left Matanzas, Cuba, laden with a cargo of sugar on the 10th May, 1893, bound for Montreal, Canada.

On the 16th May, the master was compelled to put into Boston, Mass., U.S.A., to replenish his stock of coal, and left that port the following day.

On the night of the 18th May, the vessel was abreast of Cape Sable, but she passed a considerable distance off the land, about 35 miles. This position was ascertained by dead reckoning, verified by taking soundings with the deep-sea lead. The course was then shaped to run along the Nova Scotia coast, keeping well outside the limit of soundings, in consequence of the weather being misty.

On the morning of the 19th an observation by chronometer was taken and at noon a meridian altitude was obtained, which placed the ship in lat. 44°03 N., long. 62°58 W., a distance of 37 miles S.W. by S. ½ S. magnetic from Egg Island. At this time the weather had appreciably improved and commenced to clear, the horizon being in sight.

There was a heavy rolling swell all the day setting towards the coast, the wind being light from S.W.

At noon the course, as stated by the master from memory, was N. 51 E. true, and the speed of the vessel through the water 8¾ knots per hour ascertained by the patent log.

No allowance appears to have been made for tide or current.

It was high water at Whitehead Island about 10.45 p.m.

At 9 p.m. a large ocean steamer and a coasting steamer passed inshore of the "Cragside," both vessels were steering to the westward. No signals were exchanged with either of them.

About the same time (9 p.m.) the light on Green Island, Country Harbour, was sighted by the second mate, who was keeping watch on the bridge from 8 to 12 p.m.

The master was also upon the bridge with him and saw the light soon after.

This light was brought to bear four points upon the port bow, and they ran on the course, the vessel was then steering for five miles until the light was brought to bear north by compass, right on the beam, at 9.45 p.m., when the distance off was estimated to be five miles.

The course of the ship was then altered to E. by S. by compass, which had two degrees westerly deviation with the ship's head in that direction.

The state of the atmosphere appears to have been good as the evidence proves the Green Island Light was in sight for one hour after passing it. There was, however, a slight haze hanging over the land horizon.

About a quarter to 12 o'clock, the captain sent the second mate aloft to endeavour to pick up the Whitehead light, and about five minutes to 12 this officer reported it from the fore top-sail yard. The master saw the light immediately afterwards himself, took the bearings of it by the compass and found its direction was N.E. from the ship and he considered she was fully seven miles distant from it.

At 12 o'clock, the mate came on deck to relieve the watch, just as it struck eight bells. The second mate was coming down from aloft at the time, but had not reached the bridge.

Only a few minutes elapsed after midnight, during which the master and the first mate were engaged in conversation, when the vessel suddenly came in contact with some submerged object, and grated along nearly as far as the engine-room.

She struck hard at first, a kind of slanting blow, listed considerably to starboard and shook all over.

The man on the look-out had reported the light on the port bow just before the ship struck.

It was a flash or revolving light, and they all appear to have estimated it to be a distance of six or seven miles off.

The master instantly rang the telegraph bell to stop the engines, which was promptly done by the engineer and told the first mate to take a cast of the lead.

The engines being stopped, the headway was soon off the vessel, and a sounding was taken on each side of her. No bottom was found variously stated with from 17 to 20 fathoms line out on one side, and 10 fathoms on the other.

Shortly after she struck, the carpenter reported 10 feet of water in the forehold, and the master made preparations to abandon the ship.

Before 1 o'clock on the morning of the 20th May the boats were lowered and the officers and crew with the master, left the sinking vessel.

The boats remained in the vicinity of the steamer until she foundered, when daylight was coming on, about 5 o'clock a.m. on the 20th May. The crew then pulled for the shore and landed in Raspberry Cove about 8 o'clock.

After a careful review of the evidence given by the four witnesses, from memory entirely, as the log-book was lost when the ship went down, I am of opinion, which is based entirely upon the evidence given by these officers that the vessel did strike against some submerged object at an uncertain distance from the land, but there is no means at present of ascertaining what that object was.

The theory propounded by the master that the vessel came in contact with a water-logged wreck, may possibly be correct, although this kind of obstruction has not been reported to our department by any other vessel.

Further proof of the distance the vessel was off the land when she struck is necessary before I can come to a final conclusion with reference to the cause of this disaster. I have communicated with the lighthouse-keeper at Whitehead, who will probably be able to obtain some information from fishermen and others in the vicinity. He may also have seen the vessel himself.

The evidence, however, shows that the ship's boats took more than two hours to pull to the shore after the vessel went down, although their rate of speed was calculated to be three and a half knots per hour. This taken in connection with the fact that no bottom was found with 20 fathoms of line out, would apparently indicate that the vessel had been a considerable distance off the land, but there are some features in connection with this case which might lead me to infer that there was a possibility that the steamer struck upon the S.W. Bull Rock about half-mile from Whitehead Lighthouse, and glanced off into deep water afterwards.

The master appears to have exercised proper seamanlike care and skill in the navigation of his vessel. He was constantly on the bridge himself, a good look-out was kept on the forecastle head, and if the vessel was five miles off Green Island when she passed, and the course steered afterwards was E. by S., it is difficult to account for the casualty, unless a mistake was made in the course and the vessel headed E. by N. instead of E. by S.

The evidence of the look-out man and the helmsman was not available, as I was informed that they were both intoxicated and unfit to appear as witnesses.

The whole of the evidence, taken in connection with this case, with copy of protest, is herewith enclosed.

I have, &c.,

(Signed) W. H. SMITH, Chairman.

APPENDIX F.

No 4.

(Handed in by Mr. Buttock, Q. 982.)

LIST of SHIPPING CASUALTIES attributed to CONTACT with FLOATING WRECKS or WRECKAGE during the three Years ended June 1893 compiled from the RECORDS of the BOARD of TRADE.

Number in Register and Consecutive Number.	Name of Vessel, and whether resulting in Total Loss, or "Serious" (S.), or "Minor" (M.), Damage.	Port and Official Number.	Rig and Tonnage.	Voyage.	Date of Casualty.	Place of Casualty.	Remarks.
				1890-91.			
9/251 (1.)	"Nector." S.	West Hartlepool, 44,550.	S.S., 1,280	Sunderland to Constantinople.	25th June 1890	36° 50′ N., 1° 30′ E., Mediterranean.	Supposed to have struck floating timber or wreckage; engines working badly afterwards; crank shafts being badly flawed and having to be condemned.
8/359 (2.)	"Prince." M.	Weymouth, 21,519	S.S., 27	Exmouth to Torquay	15th August 1890	Between Exmouth and Torquay (exact spot not given.)	Port paddle wheel struck what was supposed to have been a log twisting iron framework and starting one of the floats.
8/268 (3.)	"Grafton." S.	London, 85,084	S.S., 1,158	Hamburg to Blyth	18th August 1890	Lat. 55° N., Long 2° E., North Sea.	Supposed to have struck some wreckage, starting rudder plates, breaking rivets, and 15 inches off one blade of propeller.
9/849 (4.)	"Amaryllis." S.	North Shields, 70,405	S.S., 1,109	Pensacola to Bordeaux	29th August 1890	Lat. 48° 18′ N., Long. 22° 50′ W., North Atlantic.	Supposed to have struck wreckage or some floating object, losing 2 blades of her propeller.
8/2316 (5.)	"Proceed." S.	Yarmouth, 89,070	Dandy, 64	Yarmouth for fishing	1st September 1890	¼ mile from Buoy of Winterton Ridge, North Sea.	Struck a sunken wreck, necessitating lower part of stem and planking on both bows being renewed.
8/325 (6.)	"Peridot." M.	Glasgow, 97,603	S.S., 81	Swansea to Cardiff	3rd September 1890	Penarth Roads, Bristol Channel.	Propeller struck some unseen object in 6½ fathoms of water, all the blades being broken off.
8/370 (7.)	"Orient." S.	Yarmouth, 92,950	Dandy, 65	Yarmouth for fishing	13th September 1890	S. buoy of Hammond's Knoll bearing S.S.E. 1 mile, North Sea.	Became leaky through striking a sunken wreck (the Trinity House state that no trace of any wreck can be found in position given).
8/458 (8.)	"Camel." S.	Newport, Mon., 89,754.	S.S., 182	Rochester to Preston	28th September 1890	¼ mile to southward of Broadstairs (Knoll's buoy), North Sea.	Vessel trailed over something like rocks, and propeller was found disconnected and shaft at tail end broken.
8/559 (9.)	"Yeo." M.	Bideford, 29,402	Ketch, 43	Cardiff to Waterford	10th October 1890	10 miles N.N.W. of Hurlstone, Bristol Channel.	Struck something supposed to be wreckage, carrying away keel bands and causing vessel to leak.
9/991 (10.)	"Baltimore City." S.	West Hartlepool, 92,926.	S.S., 1,533	Tuticorin and Perim to London.	11th October 1890	Off Dædalus light, Red Sea	One propeller blade lost and two damaged through, it is supposed, striking wreckage.
8/694 (11.)	"Louisa." S.	Carnarvon, 5,627	Schooner, 59	Cardiff to Portmadoc	21st October 1890	2 miles E. from St. Govan's Head, Bristol Channel.	Struck on what was supposed to be a sunken wreck, chafing starboard bilge piece and one plank on starboard side. The rudder bands were slightly damaged and the port heel plate gone. (The Trinity House could not find any indication of wreck in position given, the only wreck being one about 7 cables E. by N. ½ N. of the head and about 3 cables off shore).

LIST OF SHIPPING CASUALTIES, &c.—*continued.*

Number in Register and Consecutive Number.	Name of Vessel, and whether resulting in Total Loss, or "Serious" (S.), or "Minor" (M.), Damage.	Port and Official Number.	Rig and Tonnage.	Voyage.	Date of Casualty.	Place of Casualty.	Remarks.
					1890–91.		
8/972 (12.)	"Mary Beyts." M.	London, 98,053	S.S., 2,434	Antwerp to Barry Dock.	16th November 1890	6 miles S.W. of Beachy Head, English Channel.	Struck floating wreckage carrying away two blades of propeller and causing vessel to leak in fore peak.
8/1077 (13.)	"Brilliant." M.	Norwegian	Barque, 464	Antwerp to Barry Dock.	16th November 1890	About 10 miles S.S.E. of Dungeness, English Channel.	Struck supposed floating wreck, tearing off copper under water line on port bow. The day previous a wreck very dangerous to navigation had been seen 6½ miles N.E. by E. ½ E. of Dungeness, apparently the bows of a vessel floating, but held, it is supposed, by anchor and cable.
9/3151 (14.)	"Lord Lansdowne." S.	Belfast, 90,109	S.S., 1,815	Hamburgh to Philadelphia.	21st November 1890	Heligoland light bearing N.W. North Sea.	Struck a sunken wreck, getting damage which cost 1,650*l.* to repair; eight fathoms of water are found at spot, and 13 immediately after first cast.
9/1355 (15.)	New Borough. M.	West Hartlepool, 95,878.	S.S., 1,169	Taganrog to Plymouth.	30th November 1890	27 miles S.S.W. of the Eddystone, English Channel.	Struck what was supposed to be a wreck, sustaining slight damage.
9/1960 (16.)	"Rex." S.	Liverpool, 96,379	S.S., 1,106	Savona to Galatz	30th November 1890	120 miles S. of Sulina, Black Sea.	Supposed to have struck something under water, breaking off three blades of propeller.
9/1611 (17.)	"Katey." M.	London, 89,525	S.S., 1,379	Marbella to Philadelphia.	4th December 1890	Lat. 34° 37′ N., Long. 71° 30′ W., North Atlantic.	Struck half sunken wreck of a three-masted schooner, knocking a small hole in starboard bow.
8/1153 (18.)	"Derwent." M.	Grangemouth, 68,177	S.S., 307	Grangemouth to Hull.	12th December 1890	Between the Upper Middle Buoy and the Lower Middle Buoy, River Humber.	Vessel struck some floating rigging, but received no damage. It is believed that the wreck must have formed part of the S.S. "Jehanne" (French), sunk through collision on the day previous.
8/1171 (19.)	"Bonnie Doon." M.	Bristol, 75,281	S.S., 38	Cardiff to Glasgow	13th December 1890	3 miles W. of Helwick Lightship, Bristol Channel.	The paddle wheel struck something, and it was found that two of the ridges pins and a washer had gone. Nothing could be seen afloat anywhere near the vessel.
9/1663 (20.)	"Clifton." M.	Hull, 95,812	S.S., 1,338	Cardiff to Port Said	15th December 1890	20 miles N.E. of Algiers, Mediterranean.	Struck some floating wreckage or timber, breaking off one blade of propeller.

LIST OF SHIPPING CASUALTIES, &c.—*continued.*

Number in Register and Consecutive Number.	Name of Vessel, and whether resulting in Total Loss, or "Serious" (S.), or "Minor" (M.), Damage.	Port and Official Number.	Rig and Tonnage.	Voyage.	Date of Casualty.	Place of Casualty.	Remarks.
					1890-91.		
9/1593 **(21.)**	"Colonel Smith." S.	Hull, 88,182	S.S., 114	London to North Sea fishing grounds.	19th December 1890	210 miles N.E. by E. ½ E. of Spurn, North Sea.	Vessel supposed to have struck submerged wreck. She took 3 feet of water in engine-room, putting one of the fires out. Next day she had 8 feet in engine-room, and had to be towed to Hull by two trawlers.
8/1385 **(22.)**	"Consett." S.	Sunderland, 62,642	S.S., 521	Sunderland to La Rochelle.	23rd January 1891	8 miles S.W. from Dover pierhead, English Channel.	Vessel struck something, and had to put into Dover, making 2 feet of water per hour. The pumps could only just keep water under.
8/2339A **(23.)**	"Statira" M.	London, 60,827	S.S., 586	Newcastle to Havre	23rd January 1891	About 4 miles from Dover Pier Head Lights, English Channel.	Struck what was supposed to be a sunken wreck, sustaining slight damage.
9/2145 **(24.)**	"Derwent." M.	Goole, 91,316	S.S., 345	Rotterdam to Goole	1st February 1891	Midway between Newarp Lt. Vessel and Rotterdam, North Sea.	Supposed to have struck some wreckage, breaking one blade off propeller.
9/3225 **(25.)**	"Transition." S.	Middlesboro', 89,716	S.S., 1,093	London to Rangoon	6th March 1891	About 2 miles off Ghal Boussa Pt., Straits of Gibraltar.	Supposed to have struck some floating substance, getting stern frame broken, part of keel and several plates bulged in, and made 5 inches of water per hour.
9/261 **(26.)**	"Esperanza." S.	Hull, 63,867	S.S., 375	Hull to Hamburgh	19th March 1891	14 miles E. of Spurn Lt. Vessel, North Sea.	Propeller struck some sunken wreckage and all four blades were broken off.
9/2739 **(27.)**	"Solon." S.	Whitby, 82,665	S.S., 859	Dedagatch to Rouen	21st March 1891	80 miles S. of Cape Passaro, Sicily, Mediterranean.	Supposed to have struck floating wreck, getting one plate on each bow cracked; made no water.
8/2138 **(28.)**	"Unity." M.	South Shields, 58,800	S.S., 595	Shields to Bilbao	24th March 1891	2 miles E.N.E. from Souter Light, North Sea.	Vessel struck some sunken wreckage, breaking one of the propeller blades.
8/1913 **(29.)**	"Joseph Arbib." M.	London, 85,123	S.S., 1,642	Skira to Liverpool	7th April 1891	1 mile S.E. by E. ½ E. from N.W. Light Ship, Liverpool Bay.	Struck sunken wreckage carrying away some blades of the propeller.
9/2837 **(30.)**	"Thetis." S.	Glasgow, 95,805	S.S., 1,156	Rosario to Hull	24th April 1891	170 miles W. of Cape St. Vincent, North Atlantic.	Vessel is supposed to have struck some floating wreckage, causing the high pressure piston to break to pieces.
9/2823 **(31.)**	"Saint Enoch." M.	Liverpool, 97,844	S.S., 2,745	Cardiff to Bombay	26th April 1891	60 miles S.W from Wolf Rock, English Channel.	Supposed to have struck some sunken wreckage, getting three blades of propeller lost, stern tube damaged, and after peak full of water.

LIST OF SHIPPING CASUALTIES, &c.—*continued.*

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					1890-91.		
9/2905 **(32.)**	"Sicilian." S.	Leith, 70,785	S.S., 861	Burntisland to Aarhus.	3rd May 1891	Kattegat	Struck a sunken object, supposed to be a wreck, straining engines and damaging fore crank.
8/2053 **(33.)**	"Voluntas." S.	Norway	Schooner, 342.	Christiania to London	11th May 1891	7 miles S. by W. of the Shipwash Light, Essex.	Vessel seems to have struck submerged wreckage, a portion going through the vessel's bottom, and sticking there till arrival in London. All pumps had to be used to keep water under.
9/2997 **(34.)**	"Hope." M.	Hull, 26,841	S.S., 1,219	Cronstadt to Hull	20th May 1891	1½ miles W. by S. from Revelstone Light Vessel, Gulf of Finland.	One blade of propeller broken off by sunken spar—right in the fairway of vessels bound to Cronstadt.
9/2998 **(35.)**	"Rimpha." S.	London, 86,996	S.S., 1,490	Odessa to Antwerp	23rd May 1891	Lat. 36° 37′ N., Long. 0° 52′ W., Mediterranean.	Struck some floating obstacle, losing propeller. Towed to Gibraltar.
8/2159 **(36.)**	"Robert Adamson." M.	Maldon, 7,380	Brigantine, 159.	Sunderland to Lymington.	2nd June 1891	About 3 miles off Scarborough, North Sea.	Vessel is supposed to have struck floating wreckage, starting her butt ends and causing a leak.
9/3124 **(37.)**	"Sir Garnet Wolseley." S.	Newcastle, 86,095	S.S., 1,477	Cardiff to Pensacola	11th June 1891	Lat. 17° N., Long. 48° 5′ W., North Atlantic.	Propeller supposed to have come in contact with some wreckage, breaking tail end shaft.
8/2257 **(38.)**	"Scotia." M.	Glasgow, 82,306	S.S., 39	Brodick to Ardrossan	24th June 1891	5 Miles E. of Brodick, Firth of Clyde.	Struck some unseen object, breaking 7 radius rods in the starboard paddle wheel.
					1891-92.		
8/5 **(39.)**	"Eliza Annie." S.	Plymouth, 74,625	Schooner, 80.	Poole to Runcorn	3rd July 1891	English Channel, about a mile from the Eddystone.	Damage apparently caused by a sunken obstruction about a mile from the Eddystone. No sufficient evidence of position.
9/66. **(40.)**	"Bendo." M.	Liverpool, 97,793	S.S., 2,280	Venice to Kurrachee	7th July 1891	Red Sea. Lat. 28° 43′ N., Long. 32° 56′ E.	Two blades of propeller snapped through striking some submerged wreckage.
9/121 **(41.)**	"H. M. Pollock." S.	Belfast, 97,533	S.S., 1,623	Kurrachee to Marseilles.	19th July 1891	Arabian Sea. Lat. 19° 40′ N., Long. 60° 25′ E.	The tail end shaft and two blades of propeller broken through striking some submerged substance.

LIST OF SHIPPING CASUALTIES, &c.—*continued.*

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					1891–92.		
9/226 (42.)	"Boston." M.	Glasgow, 98,585	S.S., 733	Yarmouth, N.S., to Boston, Mass.	29th July 1891	U.S.A., near Arlington Point, off Boston Light.	Two blades of propeller broken through striking some wreckage.
8/121 (43.)	"Rifleman." Total	Teignmouth, 19,283	Schooner, 132.	Grays to Plymouth	29th July 1891	English Channel, four miles S. of Dungeness.	Vessel struck some object, presumably floating wreckage, and foundered about an hour after.
9/275 (44.)	"Washington City." S.	West Hartlepool, 92,901.	S.S., 1,490	Bona to Philadelphia	July 1891	North Atlantic, St. Michael bearing E. by N., distant 350 miles.	Struck some sunken wreck and damaged 13 plates.
9/213 (45.)	"Sunshine." M.	West Hartlepool, 97,400.	S.S., 1,003	Middlesbro' to Aarhus	3rd August 1891	Entrance to Belt, Lat. 56° 22′ N., Long. 11° 2′ E.	Struck some sunken wreck, damage not serious.
9/247 (46.)	"Delhi." M.	Glasgow 48,666	S.S., 1,293	Kyhem, White Sea, to Middlesbro'.	8th August 1891	13 miles S. of Cape Olof, White Sea.	Struck some floating wreckage (part of a vessel with some deals mixed up with it). Bows damaged and patent log carried away.
8/194 (47.)	"Stannington." S.	London 67,297	S.S., 140	Cardiff to Belfast	13th August 1891	Bristol Channel, about 3 miles S.W. of Crow Rock.	Sustained considerable damage by striking what was supposed to be floating wreckage.
1/351 (48.)	"Ravenswood."	Bristol 98,821	S.S., 79	Bristol to Ilfracombe	1st September 1891	Bristol Channel, near West Culver Sand.	Port paddle wheel struck what was supposed to be a piece of timber, carrying away two floats, two paddle arms, &c.; put back to Bristol.
9/444 (49.)	"Kotka." M.	Hull 88,196	S.S., 1,099	Galtström (Sweden) to London.	6th September 1891	Sweden, off Galtström	Struck some submerged object. No damage was apparently caused to the vessel, but she was to be surveyed on discharge of cargo.
8/980 (50.)	"Allonby." M.	Sunderland, 90,304	S.S., 818	Barry to Havre	13th October 1891	English Channel, 7 miles S. of Lizard.	Damaged plate on starboard bow through colliding with what appeared to be some wreckage.
8/937 (51.)	"Torbay Lass." S.	Cardiff, 48,626	Schooner, 131.	Poole to Runcorn	13th October 1891	English Channel, Start Point Light bearing N.W. by N., distant about 16 miles.	Struck something very heavily several times, which must have been floating wreck.
8/762 (52.)	"Red Rose." S.	Liverpool, 97,854	S.S., 166	Garston to Penzance	16th October 1891	Irish Sea, Point Lynas bearing W., distant 5 miles.	Three blades of propeller broken off at the boss through fouling some wreckage.

LIST OF SHIPPING CASUALTIES, &c.—*continued.*

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					1891–92.		
9/1758 **(53.)**	"Aidar." S.	Liverpool, 87,915	S.S., 1583	Hull to Constantinople	17th November 1891	Sea of Marmora, between St. Stephens and Seraglio Point, Constantinople.	Was about to call off Constantinople for a pilot, when she was struck by some floating body which jerked the engines.
8/1261 **(54.)**	"Blue Bell." S.	Padstow, 27,278	Ketch, 61	Swansea to Hayle	25th November 1891	Bristol Channel, 10 miles S.W. of Dungeness.	Suddenly struck something floating in the water, and sprang a leak which increased so that she had to run for the Mumbles.
8/1292 **(55.)**	"Winstanley." S.	Dublin, 95,313	S.S., 148	Dublin to Liverpool	30th November 1891	Irish Sea, South Stack Lighthouse, S.E. by E. 10 miles distant.	Whilst proceeding under full speed, vessel was felt to have struck something. One blade of propeller was carried away, another broken, and internal machinery damaged.
9/1535 **(56.)**	"St. Enoch." S.	Liverpool, 97,844	S.S., 2,745	Liverpool to New York.	30th November 1891	Lat. 49° 55′ N., Long. 35° 7′ W., North Atlantic.	Lost three blades of propeller. Supposed to have struck sunken wreck, or some very large fish.
9/1669 **(57.)**	"Dresden." S.	Goole, 67,845	S.S., 425	Goole to Hamburg	11th December 1891	North Sea, 130 miles off Spurn Point.	Struck some solid substance (wreckage) breaking the shaft clean off, whereby the ship became unmanageable. Was afterwards picked up by a Belgian fishing cutter.
9/3025 **(58.)**	"Chicago." S.	Sunderland, 97,537	S.S., 1538	Sunderland to Baltimore.	12th December 1891	North Atlantic	Lost three blades of propeller. Supposed to have touched a wreck.
9/2093 **(59.)**	"Albania." S.	West Hartlepool, 86,961.	S.S., 1511	Cardiff to Delaware	17th December 1821	North Atlantic, Lat. 28° 45′ N., Long. 26° 40′ W.	Loss of propeller; supposed through striking some floating substance.
8/1792 **(60.)**	"Norma." M.	Grangemouth, 90,905	S.S., 687	Bona to Granton	18th January 1892	North Sea, about 15 miles S.S.E. from Flambro' Head.	One blade of propeller lost through striking some sunken wreckage.
8/1774 **(61.)**	"Progrès." M.	Penzance, 67,018	S.S., 121	Garston to Penzance	18th January 1892	Bristol Channel, Trevose Head bearing E.S.E., distant about 12 miles.	Struck something under her bows, which slid along her bottom and damaged the propeller.
8/1885 **(62.)**	"Clarita." M.	Aberystwith, 56,414	Schooner, 88.	London to Hull	7th February 1892	North Sea, 8 miles N.E. of Inner Dowsing.	Struck against what was supposed to be some wreckage. She shipped a sea, gave a lurch, and her foremast head carried away.
9/2727 **(63.)**	"Ferrando." S.	Newcastle, 95,246	S.S., 1333	S. Shields to Savona	1st March 1892	Bay of Biscay, Lat. 47° 35′ N., Long. 5° 58′ W.	One of the propeller blades became loose in the shaft. On the following day several large logs of timber were seen floating about, which were very dangerous to passing steamers. She is supposed to have struck one of these.

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					1891–92.		
9/2888 (64.)	"Port Pirie." S.	London, 91,932	S.S., 2,039	Newcastle, N.S.W., to London.	29th March 1892	South Pacific, Long. 139° W., Lat. 49° 55′ S.	Three blades of propeller broken through striking something very hard (sunken). Put into Monte Video to coal and replace the blades. She had to discharge part cargo and dock to effect the necessary repairs.
*9/2471 (65.)	"Iona," S.S. M.	West Hartlepool, 95,376.	Schooner, 1348.	Cardiff to Sulina	4th April 1892	Lat. 47° N., Long. 7° W., North Atlantic.	Seven or eight plates indented in bows through striking floating submerged substance.
8/2362 (66.)	"Chrysolite." S.	Hull, 82,510	S.S., 1,047	Rotterdam to Barry	15th April 1892	Off the Lizard, English Channel.	Three blades of propeller broken through striking some submerged substance.
8/2374 (67.)	"William and Martha." Total.	Wick, 14,951	Schooner, 83.	Scrabster to West Hartlepool.	18th April 1892	North Sea, off Montrose	Struck what is supposed to have been floating wreck, and commenced to leak, which increased through the heavy labouring of vessel.
8/2629 (68.)	"Margaret." M.	Whitehaven, 84,640	S.S., 65	Whitehaven to Liverpool.	20th May 1892	Irish Sea, Morecambe Lightship bearing N. by E. half a mile distant.	Two blades of propeller damaged through striking something hard in the water.
8/2604 (69.)	"Sea Prince." M.	Bristol, 91,053	S.S., 65	Cardiff; seeking in channel.	31st May 1892	Bristol Channel, 15 miles S.W. of Lundy.	Struck what is supposed to have been sunken wreckage, breaking three blades off propeller.
					1892–93.		
8/120 (70.)	"Llandaff." S.	Cardiff, 51,359	S.S., 243	Dartmouth to Newport, Mon.	19th July 1892	3 miles N.W. of Morte Point, Devon.	Believed to have struck some hidden substance (nature unknown), losing propeller, the shaft breaking outside stern post.
9/471 (71.)	"Soprano." M.	Ayr, 17,668 (yacht)	S.S., 177	Langsund to Bergen	13th August 1892	12 miles from Langsund, Norway.	Vessel was pitching, and struck some unknown substance, starting the seams of three planks forward on both sides about 20 feet in length, and one seam aft on each side about 16 feet in length, with slight damage to copper and keel.
8/226 (72.)	"Innishowen." M.	Londonderry, 81,912	S.S., 52	Port Salon (Lough Swilly) to Fahan (Lough Swilly).	16th August 1892	500 yards N.E. of Fahan Pier, Lough Swilly.	One guide rod of paddle-box, and box itself damaged, supposed through striking some sunken object.
8/296 (73.)	"Viscount Castlereagh." M.	Sunderland, 68,980	S.S., 418	Bilbao to Middlesbro'	28 August 1892	1 mile S. of Kettleness, Yorks.	Struck a sunken obstruction, damaging bilge clogs on both sides, and scraping paint off bottom.
8/308. (74.)	"Lady Margaret." M.	Cardiff, 63,766	S.S., 71	Cardiff to Weston-super-Mare.	31st August 1892	Midway between Cardiff and Weston, Bristol Channel.	Starboard paddle caught in floating wreckage, damaging paddle and carrying away fore part of paddle-box.

* This case is included in the Abstract for 1892–3.

LIST OF SHIPPING CASUALTIES, &c.—*continued.*

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					1892-93.		
9/355 (75.)	"Andalusia." M.	Newcastle, 33,191	S.S., 817	Amsterdam to the Tyne.	5th September 1892	North Sea (exact spot not known).	A floating spar holed a plate on the water line, starboard side. The pumps easily kept the leak under.
9/405 (76.)	"Sarmatia." M.	Whitby, 96,546	S.S., 1,319	St. Petersburg to London.	8th September 1892	Lat. 53° 55′ N., Long. 3° 46′ E., North Sea.	Vessel's propeller appears to have struck some floating wreckage loosening the propeller.
8/402 (77.)	"Llandaff." S.	Cardiff, 51,359	S.S., 243	Dartmouth to Portland (Dorset).	23rd September 1892	3 miles S.W. by S. from Portland Bill, English Channel.	Seemed to come into contact with something under water, and propeller was lost.
8/420 (78.)	"Lorna Doone." M.	Bristol, 98,413	S.S., 94	Ilfracombe to Bristol	27th September 1892	2 miles S. of Breaksea Light Ship, Bristol Channel.	Supposed to have struck some sunken wreck, damaging two of the arms of the starboard paddle wheel, one of the radius rods and centre of wheel, and smashing upper part of paddle-box.
8/476 (79.)	"Zama." M.	Wisbeach, 14,440	Schooner, 95.	London to Montrose	3rd October 1892	Cromer, bearing S.E. by S., 20 miles, North Sea.	Vessel made rather more water than usual, owing to striking some floating wreckage.
9/605 (80.)	"Diadem." S.	London, 70,572	S.S., 1,141	Cardiff to Port Said	10th October 1892	58 miles W.S.W. from Ushant, Bay of Biscay.	Vessel was struck by something and sprung a leak. Water rose to within 2 feet of 'tween deck and all pumps could not materially reduce it. Put into Brest where two rivets of a plate 14 feet below water line on port side were found broken off and the plate much indented.
8/1794 (81.)	"North Devon." M.	Belfast, 79,391	S.S. 446	Barry Dock to Havre	18th October 1892	Off the Longships Light, English Channel.	Struck some sunken wreckage but sustained no apparent injury.
8/560 (82.)	"Ernest." S.	London, 63,613	S.S., 464	Cardiff to Rouen	22nd October 1892	12 miles W.N.W. from Hartland Point, Bristol Channel.	Had passed floating wreckage between Hartland and Barry. In position given engines commenced racing badly having struck something with propeller, which lost three blades.
9/837 (83.)	"Venango." S.	Sunderland, 97,542	S.S., 1,904	Baltimore, U.S.A. to Rotterdam.	28th October 1892	Lat. 49° 58′ N., Long. 20° 50′ W., North Atlantic.	Struck a submerged wreck, losing three blades of propeller.
8/623 (84.)	"Charles T. Jones." S.	Cardiff, 95,198	S.S., 1,561	Rotterdam to Cardiff	29th October 1892	15 miles W. of Beachy Head, English Channel.	Supposed to have struck sunken wreck, carrying away propeller. Had to be towed to Portsmouth for which 1,245*l.* was awarded as salvage by Admiralty Court.
9/876 (85.)	"Onward." S.	Hull, 82,466	S.S., 94	London to Fishing Grounds.	19th November 1892	190 miles E.N.E. of Spurn, North Sea.	Propeller struck something under water breaking two of the blades off.

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					1892-93.		
9/1059. (86.)	"Red Cross." M.	Whitby, 96,555	S.S., 1,832	Dundee to Savannah	3rd December 1892	Lat. 32° N., Long. 71° W., North Atlantic	Lost three blades of propeller, evidently carried away by striking floating wreckage.
8/753. (87.)	"Hispania." S.	Liverpool, 63,780	S.S., 263	Liverpool to Falmouth.	4th December 1892	9 miles N. of Gt. Orme's Head, Irish Sea.	Vessel was labouring heavily, engines racing, when she was felt to strike something and propeller was found gone, tail end shaft breaking off outside stern bearing.
8/817. (88.)	"Electra." M.	Liverpool, 76,364	S.S., 305	Dieppe to Llanelly	25th December 1892	10 miles W S.W. of Lundy, Bristol Channel.	Propeller supposed to have struck floating wreckage, breaking two of the blades off and badly shaking the shaft.
9/1678 (89.)	"China." M.	Hull, 60,963	S.S., 1,121	Reval to Dunkirk	6th January 1893	8 miles S.E. by E. of Falsterbo Light Ship, Baltic.	Passed through some deals and wreckage, and struck some submerged wreckage, damaging one plate in one stroke, breaking four blades of the propeller and the top pintle of the rudder.
8/1080 (90.)	"Creadin." M.	Waterford, 86,004	S.S., 292	Galway to Liverpool	23rd January 1893	1 mile W.S.W. of Carnsore Point, St. George's Channel.	Believed to have struck some sunken wreckage in five fathoms water, losing one blade of propeller and dinging some plates on port side.
9/1707 (91.)	"Southern Cross." M.	London, 101,926	S.S., 3311	Melbourne to London	9th February 1893	Lat. 22° 36′ S., Long. 104° E., Indian Ocean.	Supposed to have struck some submerged wreck, breaking three blades of the propeller and damaging bilge plates on side of the bow.
8/1247 (92.)	"Alacrity." M.	Belfast, 87,488	S.S., 560	Swansea to Southampton.	21st February 1893	16 miles S.W. of Lundy, Bristol Channel.	A noise was heard as if propeller had struck something and on returning to Swansea, one blade was found broken.
9/2165 (93.)	"Turbo." M.	London, 101,951	S.S., 2,659	Rangoon to Fiume	——— 1893	Adriatic	Struck something floating and broke a blade of the propeller.
8/1797 (94.)	"Volatile." S.	Grimsby, 73,237	Dandy, 69	Grimsby for fishing	4th April 1893	20 miles E. by S. of Spurn	Vessel struck some, supposed, submerged wreckage, causing her to leak. Weather continued fine and vessel remained fishing, water not gaining on pump.
8/1433 (95.)	"Munificent." S.	Sunderland, 99,633	S.S., 2,090	Hull to Barry	8th April 1893	8 miles E.S.E. of the Owers Light Ship, English Channel.	A shock was felt as if something was struck and the engines began to race. One blade of propeller was found broken.
9/2099 (96.)	"Enchantress." M.	Not Registered	Lugger, 22	Peterhead to Lerwick	20th April 1893	35 miles S.E. ¼ E. of Sumburgh Head, off Shetland.	Struck what appears to have been a wreck, floating just awash, slightly damaging stern.

LIST OF SHIPPING CASUALTIES, &c.—*continued.*

Number in Register and Consecutive Number.	Name of Vessel, and whether resulting in Total Loss, or "Serious" (S.), or "Minor" (M.), Damage.	Port and Official Number.	Rig and Tonnage.	Voyage.	Date of Casualty.	Place of Casualty.	Remarks.
					1892-93.		
9/2362 (97.)	"Rynvingen." S.	Christiania	S.S., 347	Baltimore, U.S.A., to Lucea Jamaica.	11th May 1893	Anchorage in Lucea Harbour, Jamaica.	Supposed to have struck some wreckage at anchorage in four fathoms water, losing propeller.
8/1566 (98.)	"Aquila." S.	Guernsey 18,602	S.S., 93	Plymouth to Guernsey	21st May 1893	14 miles S.W. by S. of Start Point, English Channel.	Tremendous shock felt through striking some wreckage with her port paddle-wheel, which had three floats with the connecting rods carried away; was unable to proceed on passage.
9/2301 (99.)	"Dunottar Castle." M.	London, 98,152	S.S., 3,069	Cape Town to London	23rd May 1893	1,800 miles from Cape Town, South Atlantic.	Struck some floating substance, losing one and loosening another blade of the propeller. Put into Goree, where loose blade was screwed down.
9/2396 (100.)	"Humbert." S.	London, 77,101	S.S., 1,205	Grenada to New York	3rd June 1893	120 miles S. by E. of Sandy Hook, North Atlantic.	Propeller struck something unknown, breaking the connecting rod, bolts, cylinder cover, cylinder piston, and eccentric strap, and straining crank shaft.
9/2415 (101.)	"Myrtle." S.	Sunderland, 85,012	S.S., 838	Lulea to Rotterdam	15th June 1893	7 miles S.E. of Oster Fingrund Light, Gulf of Bothnia.	Struck a sunken obstruction at a spot where there was supposed to be 45 fathoms of water. Plate on port-bow holed and fore-peak filled. Cost of repairs, 260*l*.
8/1702 (102.)	"Clifton Grove." M.	Bristol, 85,810	S.S., 100	Ostend to Bristol	21st June 1893	Between Dungeness and the Royal Sovereign Light Vessel, English Channel.	Supposed to have struck some floating obstruction, losing one blade of propeller.
8/1699 (103.)	"Lady Eleanor." M.	Sunderland, 68,929	S.S., 488	Aberdeen to Sunderland.	29th June 1893	About 15 miles N.E. of St. Abbs Head, North Sea.	Struck some obstruction, indenting 3 plates in bottom (probably floating obstruction, as there are 33 fathoms of water in position given).

APPENDIX F.

No. 5.

(Handed in by Mr. Bullock, Q. 986.)

LIST of BRITISH VESSELS TOTALLY LOST through striking on floating or submerged Wreckage during the Ten Years ended 30th June 1893.

Name of Vessel.	Port of Registry.	Tonnage.	Date of Casualty.	Rig.	Place of Casualty.	Lives Lost.	Remarks.
"West Gleam." 8/2102	Belfast	85	14.7.83	Brigantine	3 miles S.E. by S. of Carnarvon Bay Lightship.	—	Struck floating wreckage.
"Balbec." 8/2159	Glasgow	484	28.3.84	S.S.	About half a mile of the Longships, Cornwall.	—	" "
"William and Lydia." 8/287.	London	48	12.9.84	Smack	About 35 miles S. of Noss Head, Caithness-shire.	—	Struck floating object.
"Grove." 9/281	Grimsby	70	9.9.85	Ketch	200 miles N.E. by E. of Spurn Point, North Sea.	—	Struck the wreck of a barque bottom upwards.
"Sarah Forsyth." 8/1096	Belfast	98	22.12.85	Brigantine	5 miles off Dippin Point, Arran, Firth of Clyde.	—	Struck floating wreckage.
"Agenoria." 8/1559	Great Yarmouth	30	27.5.86	Dandy	4 miles N.E. by E. of Cromer, Norfolk.	—	Struck a sunken wreck.
"Frank." 8/59	Not registered	1	6.7.87	Lugsail	Near Dungeness Lighthouse, Kent.	—	Struck floating wreckage.
"Wilberforce." 9/498	Grimsby	48	16.9.87	Dandy	About 65 miles E. of Spurn Point, North Sea.	—	Struck a wreck.
"Friend of the Isles." 9/525.	Guernsey	47	18.9.87	Ketch	About 16 miles S.S.E. of the Douvres, English Channel.	—	Struck a piece of floating timber.
"Protector." 8/1654	Belfast	12	11.5.88	S.S.	About 8 miles S.W. by W. of the Mull of Cantire.	—	Struck floating wreck.
"Alhambra." 9/382	Sydney, N.S.W.	497	30.6.88	S.S.	7 miles E. by N. of Newcastle, N.S.W.	—	Struck a derelict vessel.
"Pelham." 8/318	Liverpool	213	31.8.88	S.S.	About 8 miles W.S.W. of the South Stack, Irish Sea.	—	Struck floating wreckage.
"Blue and White." 9/548.	Aberystwith	143	12.9.88	Schooner	Lat. 48° 22′ N., Long. 12° 55′ W., North Atlantic.	—	" "
"Pandora." 9/1307	Grimsby	86	12.12.88	Dandy	About 190 miles E. by N. ½ N. of Spurn Point, North Sea.	—	Struck a floating wreck.
"Excelsior." 8/2162	Not registered	30	3.6.89	Smack	About 18 miles N.N.E. of Strathy Point, Sutherlandshire.	—	Struck floating wreckage.
"Inflexible." 9/772	Sydney, N.S.W.	119	26.8.89	S.S.	About 12 miles off Port Hacking, N.S.W.	—	Struck wreckage or floating material.
"Challenge." 8/1208	Hull	64	16.12.89	Ketch	About 4 miles E. of Flamboro' Head, North Sea.	—	Struck some floating object, most likely a floating wreck.
"Florence Richards." 9/2697.	Liverpool	668	10.3.90	S.S.	About 8 miles off Cape Roca, Portugal.	1	Struck floating submerged substance.
"Saturn." 9/2700	Newcastle, N.S.W.	16	2.4.90	Ketch	6 miles N. of Newcastle, N.S.W.	—	Struck a drift log or other substance.
"Rifleman." 8/121	Teignmouth	132	29.7.91	Schooner	4 miles S. of Dungeness, Kent	—	Struck some object, presumed floating wreckage.
"William and Martha." 8/2374.	Wick	83	18.4.92	Schooner	About 14 miles off Montrose, Forfarshire.	—	Struck floating wreckage.

APPENDIX F.

No. 6.

(*Handed in by Mr. Bullock*, Q. 988.)

TIMBER-LADEN SHIPS—FOUNDERED, ABANDONED OR MISSING—VOYAGES.

SHIPS belonging to the UNITED KINGDOM and to BRITISH POSSESSIONS ABROAD, Years 1873 to 25th May 1894.

FOUNDERED OR ABANDONED.

Year.	Bound to the United Kingdom from Foreign or Colonial Ports.				Bound between Ports Abroad.				In United Kingdom Coasting Trade.				In Foreign and Colonial Local Trades.				Total.				Grand Total.	
	Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.			
	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.
1873	—	—	18	22	—	—	4	5	—	—	1	—	—	—	4	2	—	—	27	29	27	29
1874	—	—	14	29	—	—	5	—	—	—	—	—	—	—	2	—	—	—	21	29	21	29
1875	—	—	9	16	—	—	5	1	—	—	1	—	—	—	2	1	—	—	17	18	17	18
1876	—	—	8	28	—	—	2	—	—	—	—	—	—	—	4	18	—	—	14	46	14	46
1877	—	—	11	5	—	—	5	1	—	—	1	—	—	—	1	—	—	—	18	6	18	6
1878	—	—	8	—	—	—	6	6	—	—	—	—	—	—	2	—	—	—	16	6	16	6
1879	—	—	2	16	—	—	6	—	—	—	—	—	—	—	3	1	—	—	11	17	11	17
1880	—	—	26	55	—	—	5	3	—	—	—	—	—	—	3	1	—	—	34	59	34	59
1881	—	—	19	39	—	—	5	3	—	—	1	—	—	—	4	4	—	—	29	46	29	46
1882	1	—	2	1	—	—	2	—	—	—	1	1	—	—	4	—	1	—	9	2	10	2
1883	—	—	5	15	—	—	5	23	—	—	1	—	—	—	3	—	—	—	14	38	14	38
1884	—	—	4	9	—	—	1	—	—	—	1	—	—	—	3	—	—	—	9	9	9	9
1885	—	—	2	—	—	—	2	10	—	—	—	—	—	—	1	1	—	—	5	11	5	11
1886	—	—	7	3	—	—	4	—	—	—	3	—	—	—	1	—	—	—	15	3	15	3
1887	—	—	6	—	—	—	10	9	—	—	—	—	—	—	5	—	—	—	21	9	21	9
1888	—	—	1	—	1	—	—	—	—	—	1	4	1	—	3	—	2	—	5	4	7	4
1889	—	—	2	3	—	—	5	2	—	—	—	—	—	—	7	4	—	—	14	9	14	9
1890	1	—	10	—	—	—	2	—	—	—	—	—	—	—	3	—	1	—	15	—	16	—
1891	—	—	5	—	—	—	3	—	—	—	—	—	—	—	8	2	—	—	16	2	16	2
1892	—	—	5	26	—	—	4	4	—	—	—	—	2	—	3	—	2	—	13	30	15	30
1893	—	—	4	—	—	—	4	—	—	—	—	—	—	—	2	—	—	—	10	—	10	—
1894	—	—	—	—	—	—	1	—	—	—	1	—	—	—	—	—	—	—	2	—	2	—

MISSING.

1873	—	—	9	115	—	—	1	8	—	—	3	15	—	—	1	10	—	—	14	148	14	148
1874	—	—	5	85	—	—	2	13	—	—	—	—	—	—	1	4	—	—	8	102	8	102
1875	—	—	2	44	—	—	—	—	—	—	—	—	—	—	1	5	—	—	3	49	3	49
1876	—	—	1	8	—	—	2	36	—	—	—	—	—	—	1	12	—	—	4	56	4	56
1877	—	—	2	34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	34	2	34
1878	1	20	2	24	—	—	1	5	—	—	—	—	—	—	2	30	1	20	5	59	6	79
1879	—	—	1	10	—	—	1	8	—	—	—	—	—	—	—	—	—	—	2	18	2	18
1880	—	—	6	109	—	—	—	—	—	—	—	—	—	—	3	6	—	—	9	115	9	115
1881	—	—	10	148	—	—	5	72	—	—	—	—	—	—	1	9	—	—	16	229	16	229
1882	—	—	1	17	—	—	1	7	—	—	—	—	—	—	2	8	—	—	4	32	4	32
1883	—	—	5	97	—	—	1	9	—	—	2	7	—	—	—	—	—	—	8	113	8	113
1884	—	—	2	36	—	—	2	16	—	—	1	5	—	—	2	9	—	—	7	66	7	66
1885	—	—	3	42	—	—	2	21	—	—	—	—	—	—	—	—	—	—	5	63	5	63
1886	—	—	6	83	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	83	6	83
1887	1	18	2	25	—	—	2	16	—	—	1	2	1	6	2	12	2	24	7	55	9	79
1888	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1889	—	—	2	33	—	—	2	16	—	—	—	—	—	—	—	—	—	—	4	49	4	49
1890	—	—	1	9	—	—	2	12	—	—	—	—	—	—	2	15	—	—	5	36	5	36
1891	—	—	1	9	—	—	—	—	—	—	1	7	—	—	—	—	—	—	2	16	2	16
1892	—	—	1	9	—	—	—	—	—	—	1	4	—	—	—	—	—	—	2	13	2	13
1893	—	—	3	25	—	—	1	8	—	—	—	—	—	—	2	11	—	—	6	44	6	44
1894	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

TOTAL.

1873	—	—	27	137	—	—	5	13	—	—	4	15	—	—	5	12	—	—	41	177	41	177
1874	—	—	19	114	—	—	7	13	—	—	—	—	—	—	3	4	—	—	29	131	29	131
1875	—	—	11	60	—	—	5	1	—	—	1	—	—	—	3	6	—	—	20	67	20	67
1876	—	—	9	36	—	—	4	36	—	—	—	—	—	—	5	30	—	—	18	102	18	102
1877	—	—	13	39	—	—	5	1	—	—	1	—	—	—	1	—	—	—	20	40	20	40
1878	1	20	10	24	—	—	7	11	—	—	—	—	—	—	4	30	1	20	21	65	22	85
1879	—	—	3	26	—	—	7	8	—	—	—	—	—	—	3	1	—	—	13	35	13	35
1880	—	—	32	164	—	—	5	3	—	—	—	—	—	—	6	7	—	—	43	174	43	174
1881	—	—	29	187	—	—	10	75	—	—	1	—	—	—	5	13	—	—	45	275	45	275
1882	1	—	3	18	—	—	3	7	—	—	1	1	—	—	6	8	1	—	13	34	14	34
1883	—	—	10	112	—	—	6	32	—	—	3	7	—	—	3	—	—	—	22	151	22	151
1884	—	—	6	45	—	—	3	16	—	—	2	5	—	—	5	9	—	—	16	75	16	75
1885	—	—	5	42	—	—	4	31	—	—	—	—	—	—	1	1	—	—	10	74	10	74
1886	—	—	13	86	—	—	4	—	—	—	3	—	—	—	1	—	—	—	21	86	21	86
1887	1	18	8	25	—	—	12	25	—	—	1	2	1	6	7	12	2	24	28	64	30	88
1888	—	—	1	—	1	—	—	—	—	—	1	4	1	—	3	—	2	—	5	4	7	4
1889	—	—	4	36	—	—	7	18	—	—	—	—	—	—	7	4	—	—	18	58	18	58
1890	1	—	11	9	—	—	4	12	—	—	—	—	—	—	5	15	1	—	20	36	21	36
1891	—	—	6	9	—	—	3	—	—	—	1	7	—	—	8	2	—	—	18	18	18	18
1892	—	—	7	35	—	—	4	4	—	—	1	4	2	—	3	—	2	—	15	43	18	43
1893	—	—	7	25	—	—	5	8	—	—	—	—	—	—	4	11	—	—	16	44	16	44
1894	—	—	—	—	—	—	1	—	—	—	1	—	—	—	—	—	—	—	2	—	2	—

APPENDIX F.

No. 7.

(*Handed in by Mr. Bullock, Q. 988.*)

BRITISH TIMBER-LADEN VESSELS FOUNDERED, ABANDONED, or MISSING in 1893.

Date.	Name and Port.	Tonnage.	Voyage.	Cargo.	Lives Lost.
			FOUNDERED OR ABANDONED.		
1893.					
5 Jan.	"Pride of Wales," of Carnarvon.	288	Mexico to Fleetwood - -	Logwood.	—
29 Aug.	*"Astoria," of London -	1,335	Pensacola to Queenstown - -	Pitch-pine square timber.	—
28 Aug.	"Nettie Murphy," of Yarmouth, N.S.	1,373	Pensacola to Dundee - -	Timber.	—
22 Dec.	"Forest," of St. John, N.B.	720	St. John, N.B., to Glasgow - -	Deals and deal ends.	—
1 Jan.	"Rita," of Annapolis, N.S.	197	Jacksonville to Demerara, Florida -	Pitch-pine.	—
18 Feb.	"Annie," of Lunenburg, N.S.	156	Gold River, N.S., to Havannah -	Boards - -	—
29 Aug.	*"Moneta," of Annapolis, N.S.	199	Annapolis to Barbadoes - -	White-pine lumber.	—
26 Aug.	*"Catherine," of Yarmouth, N.S.	798	Pensacola to Rio Janeiro - -	Pitch-pine lumber.	—
1 Mar.	"Sre Venugopalsawmy" (British India, not registered).	217	Moulmein to Porto Novo - -	Timber and paddy.	—
6 Dec.	"Victoria," of St. Vincent, W.I.	3	Miscoud to Castries, St. Lucia - -	Logwood and cocoa.	—
			MISSING.		
Missing since 16 Jan.	"Juno," of Truro, N.S. -	958	Halifax, N.S., to Queenstown -	Wooden goods -	14
9 Nov.	"Catherine," of Montrose	98	Dantzic to Hartlepool - -	Pit-chocks	—
9 Nov.	"Zephyr," of Berwick-on-Tweed.	99	Dantzic to Newcastle-on-Tyne -	Fir-wood -	5
Not stated when last heard of.	"Assistant," of Kingston, Jam.	186	Mobile to Kingston, Jam. -	Lumber - -	8
20 Feb.	"Northern Star," of Auckland, N.Z.	327	Hokianga, N.Z., to Wellington, N.Z. -	Timber - -	8
16 May	"Star of Mallacoota," of Melbourne	13	Genoa (? Victoria) to Eden, N.S.W. -	Timber - -	3

* Subsequently picked up and towed to port, but condemned.

Only four of the timber-laden vessels which foundered or were abandoned or missing in 1893 belonged to the United Kingdom. Of these, one was bound from Mexico to Fleetwood with *logwood*, one from Pensacola to Queenstown with pitch-pine, and two were bound from Dantzic to the United Kingdom with pit-chocks and fir-wood respectively.

APPENDIX F.

No. 8.

(*Handed in by Mr. Bullock, Q.* 989.)

NATIONALITY and other particulars of DERELICTS named on the PILOT CHART of the NORTH ATLANTIC for November 1893.

Name of Vessel and Rig.	Tonnage.	Port, Nationality, and Date of Wreck or Abandonment.	When last seen.	Where last seen.
Charles E. Young - - Schooner.	534	Philadelphia, U.S.A. Abandoned October 1893 (probably coasting).	14.10.93	Lat. 34° 03′ N., Long. 76° 20′ W., North Atlantic.
Romulus - - Barque.	665	Porsgrund, Norway. Abandoned 15th October 1893.	15.10.93	Lat. 34° 00′ N., Long. 75° 00′ W., North Atlantic.
Hattie F. Rich - - Brig.	118	Shelburne, N.S. (British). Foundered 16th October 1893.	16.10.93	Lat. 34° 21′ N., Long. 72° 10′ W., North Atlantic.
Chestina Redman Barkantine.	589	Boston, U.S.A. Foundered October 1893 (probably coasting).	15.10.93	Lat. 31° 00′ N., Long. 74° 50′ W., North Atlantic.
Juan J. Murga Barque.	296	Seville, Spain. Abandoned about 5th October 1893.	15.10.93	Lat. 30° 20′ N., Long. 77° 00′ W., North Atlantic.
Jury - - Barque.	357	Flekkefjord, Norway. Abandoned 15th October 1893.	16.10.93	Lat. 29° 50′ N., Long. 72° 50′ W., North Atlantic.
Ellen Isabelle Barque.	663	Bordeaux, France. Abandoned 10th October 1893.	27.10.93	Lat. 34° 00′ N., Long. 76° 00′ W., North Atlantic.
Ceres - - - Barque.	384	Memel, Germany. Abandoned 9th October 1893.	15.10.93	Lat. 29° 20′ N., Long. 72° 45′ W., North Atlantic.
Dorothea (Dorthea?) Ship.	1,345	Sandefjord, Norway. Abandoned at sea. Vessel left Dieppe for Philadelphia, 7th September 1893. Crew landed at Charleston, 17th October 1893.	11.10.93	Lat. 27° 00′ N., Long. 70° 00′ W., North Atlantic.
Comorin - - - Barque.	835	Porsgrund, Norway. Abandoned 15th October 1893.	15.10.93	Lat. 26° 10′ N., Long. 66° 10′ W., North Atlantic.
Moneta - - - Schooner.	199	Annapolis, N.S. (British). Abandoned 19th August 1893; picked up and taken into Aguadillo (P. Rico), in November 1893.	16.9.93	Lat. 21° 50′ N., Long. 61° 30′ W., North Atlantic.
Caleb S. Ridgway - - Schooner.	384	Philadelphia, U.S.A. Abandoned February 1893.	29.9.93	Lat. 35° 15′ N., Long. 50° 08′ W., North Atlantic.
Robert P. Chandler - Schooner.	267	Bath, Maine, U.S.A. Capsized July 1893.	12.9.93	Lat. 36° 10′ N., Long. 49° 00′ W., North Atlantic.

Named - 13 | Unnamed - 33 | Total - 46

APPENDIX F.

No. 9.

(*Handed in by Mr. Bullock, Q.* 1597.)

(No. 4,905.)

"ISLE OF BARDSEY". (S.S.).

The Merchant Shipping Acts, 1854 to 1887.

IN the matter of a formal Investigation held at the Magistrates' Room, 107, Dale Street, Liverpool, on the 24th, 25th, and 26th days of April 1894, before JOHN KINGHORN, Esquire, Deputy Stipendiary Magistrate, assisted by Commander BRAGG, R.N.R., and Captain ERSKINE, Nautical Assessors, into the circumstances attending the loss of the British steamship "ISLE OF BARDSEY," through striking on a rock about three miles east of Tarifa Point, Spain, on the morning of the 29th March last.

Report of Court.

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty finds, for the reasons stated in the annex hereto, that the loss of the vessel was caused through the master's not having correctly ascertained the exact position of the vessel before altering the course to W. by N. The Court finds him in default, but in consideration of the excellent character given to him by the managing owner, suspends his certificate (No. 027,723), as master, for a period of three months only.

Dated this 26th day of April 1894.

(Signed) JOHN KINGHORN, Judge.

We concur in the above report.

(Signed) J. THRELFALL BRAGG, WILLIAM ERSKINE, } Assessors.

Annex to the Report.

This was an Inquiry into the loss of the British steamship "Isle of Bardsey," of Liverpool, through striking a rock about three miles east of Tarifa Point, Spain, on or about the 29th March 1894.

Mr. Paxton appeared for the Board of Trade; Mr. Hawkins represented the owners of the vessel; Mr. Dickinson the captain and the mates; and Mr. Walter Bateson watched the proceedings on behalf of other parties interested.

The "Isle of Bardsey," official No. 97,751, was a British screw steamer built of steel by Messrs. John Redhead & Sons, at South Shields in the county of Durham, in 1890, and was registered at the port of Liverpool. She was 230 feet in length, 33·5 feet in breadth, with 16 feet depth of hold; had four water ballast tanks, and was schooner rigged; was fitted with triple expansion engines; her gross tonnage being 1306·40 tons, and her registered tonnage 822·61 tons; and she was owned by the Isle of Bardsey Steamship Company, Limited, having its principal place of business at 35, Queen's Buildings, Liverpool, in the county of Lancaster, John Tudor Williams of the same address being designated as manager of the vessel on behalf of the owners.

The "Isle of Bardsey" left the port of Carthagena, Spain, at 6 p.m. on the 27th March 1894, with a cargo of 1,900 tons of iron ore, bound for Mostyn, North Wales, her draught of water at the time of leaving port being 17 feet 4 inches forward and 18 feet 7 inches aft. She had a crew of 18 hands all told, and one passenger; her master, David John Lloyd, holding a master's certificate, No. 027,723, and her first mate, William Edwards, also being the holder of a master's certificate of competency, No. 027,724. There were three compasses on board: a standard compass on the upper bridge amidships, by which the bearings were taken and the courses were set; another in the wheelhouse below, and one on the poop. There was also a deviation card on board which had been supplied when the steamer was built in 1890, and she had not been swung since then, but both the master and the mate stated that they had taken observations for deviation—the last of them for westerly courses on the previous voyage home—which were entered in a book kept by the master, which book had gone down with the steamer—the mate estimating the deviation at 1° 30′ W. on the westerly points, and the master stating that there was very little difference between the compasses on the courses set, and that they were practically magnetic. There was also a patent log on board, but no hand log, and she had three boats, viz., two life-boats and a jolly boat.

At 9.30 p.m. on the 28th March, Europa Point Light was sighted, the course then being W. by S.; at 10.15 p.m. a four-point bearing was stated to have been taken by the mate—the vessel's speed at that time being reckoned at eight knots—and at 10.45 p.m. Europa Point was abeam, estimated to be distant about four miles, the weather then blowing a fresh gale from S. by E. with a heavy sea and heavy blinding rain squalls. The course was then altered to W. ½ S. magnetic, the steamer still going at full speed, and at 12.15 a.m. of the 29th March a bearing was got of the light on Carnero Point, on the opposite side of Gibraltar Bay, that light bearing N.N.E., and being distant from two-and-a-half to three miles. At this time, according to the master's statement, the vessel was within the white sector of the Europa Point Light, which clears the Pearl Rock, which lies south of Point Carnero. The course was then altered to W. by N., and the steamer kept on at full speed till about 12.45 a.m., when the master, who was on the bridge, but had got no report from the look-out, saw what looked like land and breakers ahead, and a little on the starboard bow. He then ordered the helm to be put "hard-a-starboard," and as the vessel came round and was heading W. by S. she struck something a heavy blow which did not stop her way, but she continued to come round with her head to the sea and eventually to E. by S. She was sounded, when it was found that No. 2 tank was full of water, that there was none in the fore-peak or fore-tank, but that there was water in the fore-hold, and afterwards in the stoke room. All the engine pumps were put on, and the vessel steamed head to sea towards Gibraltar, but the water gained rapidly, and in about half-an-hour the crew left the vessel in the two life-boats, and in about twenty minutes afterwards they saw her founder, and the crew then pulled for Gibraltar, where they arrived about 7 a.m. of the 29th March.

David John Lloyd had been master of the "Isle of Bardsey" since 1891, and had been regularly engaged in running to the Mediterranean, having in fact made 54 voyages there; while the mate, William Edwards, had made 25 voyages to the Mediterranean. The master was on deck from the time of sighting Europa Point Light till the vessel was abandoned; but the bearings up to midnight of the 28th March were taken by the mate, and he stated that their rule was to take a four-point bearing of the principal lights they passed. He alleged that the first Europa Light bearing was got at 10.8 p.m. (though the master stated that he was told by him that it was 10.15 p.m.), that he consulted no clock, but that his watch indicated that time; that the log was not used either then or at any time during the night, but that he guessed her speed to be 8 knots as she was going full speed, and that there was a 2-knot current against them. He took no cross-bearings or Carnero and Europa Lights, both of which he had in view for over 1½ hours, and took no cast of the lead at any time. All the witnesses describe the weather, at least from 10.45 p.m., as blowing a strong gale from the E., with a heavy sea, and raining heavily and very dark, the rain squalls travelling ahead of them and the weather getting clearer abaft; that they could see very little ahead—*e.g.* ½ a ship's length, 200 yards or more, and at most one mile. At about 11.30 p.m., when Carnero Light was stated to be abeam, they could not see it; at 12 midnight it bore two points abaft the beam, and the white light of Europa Point was visible astern. At 12.15 a.m. of the 29th March, when the captain took a bearing of Carnero Light, the time being taken by the second mate, the land could not be seen, though the light was visible, and the white light of Europa Point was still in sight, and continued so till within five to seven minutes of the time when the vessel struck; but Tarifa Point Light was never seen until after the vessel struck and was steered to the southward.

Thomas Jones, A.B., who took the wheel at 10 p.m., got the course W. by S., and kept that till midnight; Richard Evans, who relieved him at 12.3 a.m., continued the same course for about 20 minutes, and then by the master's order changed it to W. by N. At 20 minutes to 1 a.m. of 29th March he got the order "Hard-a-starboard," and he got the vessel's head round to W. by S. when she struck—apparently underneath and abaft No. 1 hold; she seemed to rise and then fall on something, gave two or three rolls, and then went on, and he brought her round to S.W., and steered that course for about 10 minutes, and then altered it to E. by S.

At midnight of 28th March the engine room telegraph indicated full speed, or 64 revolutions, but that had been diminished to from 60 to 61 revolutions, when she struck at from 12.30 to 12.40 a.m.; ten minutes later the order was given half-speed; then ten minutes later they were slowed down, and then put full speed again, when the pumps were attended to, and the water having come up to the level of the engine-room floor they had to leave. The second mate, who was on the bridge when the captain gave the order, "Hard-a starboard," saw the high land and the breakers on the starboard bow and a little ahead, at a distance of from 1 to 1½ miles; the first mate, who had been roused by the shock, stating that when he got on deck the vessel was heading off the land, which was two miles off, and that he could see cliffs astern, but could see nothing that they had struck upon, but he could see Tarifa Light on the starboard quarter, and five minutes later Carnero Light—and that after coming up from the wheelhouse, where he had gone to render assistance, he saw Carnero Light and Tarifa Light on the port quarter. All the witnesses, including the master, stated that after they had got into the boats the weather cleared, and that they could see Tarifa, Carnero, and Europa Lights.

At the conclusion of the evidence the following questions were submitted to the Court by Mr. Paxton on behalf of the Board of Trade:—

1. Were the errors of the compasses known, and the necessary corrections applied to the courses?
2. Were proper steps taken to get the distance of the vessel from Europa Point when she was abeam?
3. Were proper steps taken to ascertain the position of the vessel before altering the course to W. by N?
4. Was that a safe and proper course?
5. Ought the lead to have been used?
6. Was a good and proper look-out kept?
7. What did the ship strike, and what was her position at the time?
8. What was the cause of the casualty?
9. Was the master in default in regard to any of the above matters?

The Board of Trade state that in their opinion the master's certificate should be dealt with.

Mr. Dickinson then called the managing owner of the vessel, who stated that he had always found Captain Lloyd to be a careful and reliable master; Mr. Dickinson afterwards addressed the Court on behalf of the master and the mate, and Mr. Paxton having replied on behalf of the Board of Trade, the Court afterwards gave judgment as follows:—

1. The master stated that the errors of the compass were known to him, and that the necessary corrections were applied to the courses.

2. According to the master's and mate's statements, a four-point bearing was taken off Europa Point Light, which was said to be four points on the starboard bow at 10.15, and abeam at 10.45 p.m.; if the speed of the vessel had been accurately ascertained, and the time correctly noted, this would be a proper means of approximately ascertaining the distance from Europa Point on passing it; but as the speed of the vessel was only estimated, the Court cannot say that proper steps were taken to ascertain the distance from that point when it was abeam of the vessel.

3. No steps were taken to ascertain the position of the vessel before altering the course to W. by N.

4. Having regard to the state of the weather, W. by N. was not a safe and proper course.

5. Had a proper course been steered, the depth of water would render the use of the lead unnecessary.

6. A good and proper look-out appears to have been kept.

7. It is the opinion of the Court that the vessel struck one of the rocks in the vicinity of Acebuche Point.

8. The casualty was caused by the master not having correctly ascertained the exact position of the vessel before altering the course to W. by N.

9. The master was in default, but, having regard to the excellent character given to him by the managing owner, the Court suspends his certificate as master for a period of three months only from this date.

Mr. Dickinson applied, on behalf of the master, that a mate's certificate should be granted to him during the period of his suspension, and the Court recommends that his request should be complied with.

(Signed) JOHN KINGHORN, Judge.

We concur in the above report.

(Signed) J. THRELFALL BRAGG, WILLIAM EKSKINE, } Assessors.

Liverpool, 30th April 1894.

APPENDIX G.

No. 1.

(*Handed in by Captain Wharton.*)

See p. 38.

FLOATING DERELICTS REPORTED OR DEALT WITH by H.M. SHIPS between 1873 and 1894, so far as ADMIRALTY RECORDS show.

H.M.S. "Agincourt" in 1870 tried to destroy a schooner on her beam ends off the West coast of Portugal, but failed, merely blowing a hole in her, when it was seen that the cargo was wine in casks.

"Zuleika," of Falmouth, in ballast, fallen in with by H.M.S. "Immortalite" in latitude 44° 20′ N. longitude 14° 50′ W., March 1873.

H.M.S. "Scylla" in October 1873 off the Azores fired at a capsized derelict for some time without effect, and finally blew a large hole in her by a charge; when a large number of heavy baulks of timber were released.

A large iron pontoon, fallen in with by H.M.S. "Briton," latitude 37° 5′ N., longitude 15° 5′ W., April 1881, destroyed and sunk by means of a torpedo.

"Kate," of Milford (grain). H.M. tug "Scotia" left Plymouth in search of. Searched 21st March. Found her on 22nd about 18 miles S. by E. from Start Point. Towed her into Devonport.

"Dan and Mary," of Carnarvon. Taken in tow by H.M. tug "Scotia" 10 miles W.N.W. of the Senallo Light, 14th July 1882, and taken into Milford.

"Stormy Petrel," of Dublin, reported by one of H.M. ships in March 1887 in Bay of Biscay in the track of shipping. *Note.*—This case caused permanent orders to be inserted in Admiralty Instructions to destroy all derelicts.

"Lucille," capsized derelict, reported by S.S. "Minerva" 60 miles S.W. of Scilly. H.M.S. "Pelican" searched for her (as well as four tugs from Falmouth) from 30th December 1889 to 8th January 1890 without finding her.

A derelict. H.M.S. "Buzzard" fell in with a small capsized vessel on 5th November 1891, about 490 miles to the N. of Barbados. Fired several shells into her, but failed to sink her.

An abandoned waterlogged barque with masts and sails standing, reported 150 miles W.S.W. of Scilly, was searched for by H.M.S. "Æolus" for several days in February 1894, but nothing could be seen or heard of her.

A small capsized derelict was fallen in with by H.M.S. "Hearty" on 12th March 1894, just outside the mouth of the Humber, and towed in.

At 6.30 a.m., 12th April 1894, H.M.S. "Buzzard" passed a derelict in latitude 29° 56′ N., longitude 71° 40′ W., masts gone close by the board, and vessel awash all except small part of poop and of forecastle. Too much sea to examine her.

3rd May 1894. W. J. L. WHARTON.

APPENDIX G.

No. 2.

(Handed in by Capt. Wharton. Q. 1875.)

DETAILS of CASES of the 76 DERELICTS stated in the UNITED STATES HYDROGRAPHIC OFFICE PUBLICATION No. 107 to have been SET ON FIRE—72 being thereby DESTROYED.

Name and Nationality.	Cargo.	Condition when abandoned and Date.	By whom set on fire and Date.	Result.
1. "Jane Law" (British)	Petroleum	9 feet of water in hold. 10 January 1890.	British S.S. "Kingdom." 13 January 1890.	No subsequent report.
2. "Mathilde" (French)	In ballast	Water-logged. 26 January 1890.	British S.S. "Naranja." 1 February 1890.	Reduced to a hulk. 2 February 1890.
3. "Hebe" (British)	Not stated	In a sinking condition. 24 February 1890.	British S.S. "Ocean." 27 February 1890.	No subsequent report.
4. "Progress" (Norwegian)	Not stated	Leaking. — February 1890.	British S.S. "Caledonia." 1 March 1890.	Burned almost to water's edge. 2 March 1890.
5. "Magdalena" (Norwegian)	Timber	16 April 1890. After collision with iceberg.	British S.S. "Umbria." 16 April 1890.	Last seen 9 May 1890.
6. "George E. Corbett" (British)	Not stated	22 May 1890	British S.S. "Earnock." 26 May 1890.	No subsequent report.
7. "Romola" (Brazilian)	Salt	Leaking. 19 June 1890	British S.S. "Sobralense." 28 June 1890.	No subsequent report.
8. "British India" (British)	Not stated	Took fire and foundered.		
9. "Alma" (Norwegian)	Rosin	13 December 1893	Dutch S.S. "Chester." 18 December 1893.	Seen to explode and sink. 18 December 1893.
10. "Ane Cathrine" (Danish)	Hides	Sinking. 25 November 1893.	Her own crew	No subsequent report.
11. "Albert Neumann, Berlin" (German).	Wood	10 feet of water in hold. — November 1893.	Her own crew	Burned almost to water-line. 20 November 1893.
12. "Frank S. Warren" (U.S.A.)	Not stated	10 November 1893	Her own crew	Still burning on 13 November 1893.
13. "Lady Lisgar" (Norwegian)	Lumber	10 November 1893	British S.S. "Mab." 27 November 1893.	Burned to water's edge. 29 November 1893.
14. "Egypt" (British)	Cotton and cattle	Abandoned on fire. 18 July 1890.		Still burning on 25 July 1890.
15. "Clandine" (British)	Not stated	Water-logged. 19 November 1890.	"T. F. Oakes." 25 November 1890.	Still burning on 28 November 1890.
16. "John B. Hamel" (U.S.A.)	Timber	Water-logged. 19 December 1890.	"Nellie Woodbury." 19 December 1890.	On fire, but liable to be put out by sea. 20 December 1890.
17. "Amanda C. Parker" (U.S.A.)	Timber	Settling down. 26 January 1891.	Her own crew	Level with water and still burning. 28 January 1891.
18. "Senator Weber" (Danish)	Not stated	In a sinking condition. 11 March 1891.	Her own crew	No subsequent report.
19. "Wassama" (Russian)	Pitch pine	12 March 1891	Norwegian S.S. "Henry Dumois." 23 April 1891.	No subsequent report.
20. "Octavia" (British)	Timber	On fire. 3 July 1891	—	Last seen 28 July 1891.
21. "Southern Belle" (British)	Yellow pine	Water-logged. 15 November 1891.	Her own crew	Sighted once since.
22. "Abyssinia" (British)	Mixed cargo	On fire. 13 December 1891.	—	Sides red hot; only funnel standing. 18 December 1891.
23. "Kate Cann" (British)	In ballast	Leaking. 4 January 1892.	?	Completely gutted. 5 January 1892.
24. "Helios" (Norwegian)	Not stated	Abandoned and set on fire. 20 March 1892.	Her own crew	? Seen 3 April 1892; submerged aft.
25. "Alumbagh" (British)	Lumber	Water-logged. About 22 August 1892.	British S.S. "Mohican." 31 August 1892.	Sunk while in tow of "International." 5 September 1892.

Name and Nationality.	Cargo.	Condition when abandoned and Date.	By whom set on fire and Date.	Result.
26. "Nevado" (British) - -	Lumber -	Leaking. 24 August 1892.	?	On fire. 25 August 1892.
27. "Phebe J. Woodruff" (——)	Not stated -	Abandoned on fire.	7 November 1892	Reported to have sunk in half an hour.
28. "Vancouver" (British) -	Not stated -	22 December 1892 -	Her own crew. 22 December 1892.	Burned to water's edge and then broke up. Fore portion sighted. 1 January 1893.
29. "Eleanor" (——) - -	Rosin, turpentine, and cotton.	28 December 1892 -	Her own crew -	No subsequent report.
30. "Rudolf von Bennigsen" (German).	Not stated -	Sinking. 11 January 1893.	Her own crew -	No subsequent report.
31. "Knudsoig" (Norwegian) -	Not stated -	Sinking. 11 February 1893.	Her own crew	No subsequent report.
32. "South Shore" (——) -	Lumber -	24 February 1893 -	Her own crew -	No subsequent report.
33. "Edward Cushing" (U.S.A.)	Lumber -	Water-logged. 11 March 1893.	British S.S. "Ceres." 27 April 1893.	Deck almost burned out. 4 May 1893.
34. "Iceland" (——) - -	Powder on board.	Abandoned on fire. 20 March 1893.		Explosion took place. 20 March 1893.
35. "Nettie Murphy" (British)	Not stated -	28 August 1893 -	Sighted three times on fire, and reported burned to water's edge. 3 September 1893.	
36. "Freeda A. Willey" (U.S.A.)	Lumber -	Water-logged. 28 August 1893.	Sighted from time to time on fire. Reported destroyed from mizzen mast aft. 4 September 1893.	
37. "Immacolata" (Italian) -	Not stated -	Abandoned on fire.	27 September 1893	No subsequent report.
38. "Dorothea" (Norwegian) -	Not stated -	Badly damaged. 11 October 1893.	Her own crew -	No subsequent report.
39. "Salsaet" (Norwegian) -	Not stated -	- - - -	Her own crew. (Date not given.)	Still burning. 26 November 1893.
40. "Romulus" (Norwegian) -	Lumber -	Water-logged. 15 October 1893.	Sighted on fire. 15 October 1893. No subsequent report.	
41. "Ceres" (German) - -	Cement -	Six feet of water in hold. 15 October 1893.	Was left burning furiously. 15 October 1893.	No subsequent report.
42. "Jury" (Norwegian) -	Not stated -	Leaking. 16 October 1893.	(?) British S.S. "Adirondack." 16 October 1893.	No subsequent report.
43. "Saigon" (Norwegian)	Lumber -	Sinking. 24 October 1893.	British S.S. "Hindoo." 31 October 1893.	No subsequent report.
44. "Carrier Dove" (British) -	Not stated -	Water-logged. — May 1890.	Reported on fire. 26 June 1890.	Fire gone out. 26 October 1890.
45. "Joutsen" (Russian) -	Not stated -	Sinking. 20 November 1890.	British schooner, "Maud Carter." 4 December 1890.	Fire gone out. 14 December 1890.
46. "Countess of Dufferin" (British).	Lumber -	Water-logged. 31 December 1891.	British S.S. "Lagos." 17 March 1892.	Not burning. 9 April 1892.
47. "Marianne Bertha" (German)	Lumber -	Water-logged. — May 1892.	Unsuccessful attempt by British S.S. "Buffalo." 30 May 1892.	
48. "Rita" (British) - -	Lumber - -	Water-logged. 4 January 1893.	Reported on fire 3 April 1893, but fire had gone out by 12 April 1893. Drifted ashore in Bahamas.	
49 "Unexpected" (British) -	Not stated -	"Floating light." — January 1893.	Norwegian Bark, "Nordlyset." — April 1893.	Not burning. 14 August 1893.
50. "Fannie E. Watson" (——)	Timber -	Water-logged - - 16 October 1891.	British S.S. "Lord Charlemont." 30 October 1893.	Still afloat. 6 August 1894.

51. German Bark "China" passed, 1 March 1890, a vessel on fire, burned to water's edge.

52. British S.S. "Hungarian" passed, 25 September 1890, a vessel "which had been on fire and was still smoking," going to pieces.

53. British S.S. "Malaga" sighted, 26 September 1890, a vessel on fire, burned nearly to water's edge.

54. British Bark "Rachel Emery" saw, 25 November 1890, a vessel on fire, burned to water's edge.

55. "Marguerite" sighted, 1 December 1890, a vessel on fire.

56. British S.S. "Lero" sighted, 1 December 1890, a vessel on fire five miles off; "Saw foremast fall, and think she foundered soon after."

57. Russian Bark "Jupiter" sighted, 14 March 1891, a vessel on fire.

58. "Charles Lülling" passed, 13 April 1891, a vessel on fire, burned nearly to water's edge.

59. British S.S. "Borderer" passed, 28 July 1891, a vessel, lumber laden, burned to within five feet of water-line.

60. British S.S. "Kingsdale" saw, 11 October 1891, a vessel on fire—probably cotton laden.

61. British S.S. "Aymestry" saw, 12 October 1891, a vessel on fire. Fire had nearly reached lower bow ports.

62. British S.S. "Almadine" saw, 1 November 1891, hull of derelict, with port bow part burned out and upper works all burned away. A baulk of timber working through side.

63. German Bark "Anna" saw, 9 November 1891, a vessel on fire.

64. British S.S. "Ailsa Craig" passed, 9 November 1891, a vessel on fire, burned nearly to water's edge.

65. British S.S. "City of Dundee" passed, 12 January 1892, a vessel burning fiercely. Also reported by two other vessels.

66. British S.S. "Egyptian Monarch" sighted, 16 January 1892, vessel, with petroleum cargo, on fire. Also reported by S.S. "Imperial Prince."

67. British Bark "Aquatic" passed, 4 March 1892, a vessel burned almost to water's edge.

68. "Ida E. Latham" passed, 25 August 1892, a vessel burning fore and aft.

69. "Eliza J. Pendleton" saw, 13 January 1893, two vessels close together—one on fire.

70. British S.S. "Maude" saw, 1 September 1893, a vessel on fire, lumber laden.

71. "Rebecca J. Moulton" passed, 2 September 1893, a vessel on fire. Vessel seen again 10 September 1893.

72. "City of Augusta" passed, 6 September 1893, a vessel burned to water's edge.

73. "Otago" passed, 15 October 1893, a burning vessel laden with pine lumber. Vessel seen again 17 October 1893.

74. "Jamaican" saw, 15 October 1893, a bark on fire.

75. "Pennsylvania" passed, 17 November 1893, a vessel on fire all over.

76. "France Cherie" saw, 21 November 1893, a ship on fire.

ABSTRACT of the FOREGOING CASES.

Abandoned while making water, and set on fire—	
(1.) at the time	16
(2.) afterwards	12
Set on fire by passing ships, condition not known	6
Caught fire apparently by accident	15
Attempt to set on fire unsuccessful	1
Seen on fire by passing ships, no particulars given	26
	76

In seven of the above cases the vessels are known to have floated after the fire had burnt out.

With reference to the above it may be observed—

1. That none of the derelicts referred to were set on fire by vessels specially sent out for the purpose by the United States Government.

2. That there is nothing to show (except in the case of the "Alma" [No. 9]) that the sinking was due to fire. The condition in which the vessels were abandoned (so far as given) might equally account for it.

3. Twenty-six of the cases (51 to 76 inclusive) do not seem to afford any evidence as to the value of burning as an agency for the effectual destruction of derelicts, as there is no proof that the vessels were derelicts when set on fire.

August 1894. W. J. L. WHARTON.

APPENDIX H.

(*Handed in by Captain Rea, Q. 1066*).

HYDROGRAPHIC BULLETIN published weekly by the U.S. HYDROGRAPHIC OFFICE.

No. 241. Bureau of Navigation, Navy Department, Washington, D.C., April 11th, 1894.

The object of the Hydrographic Office is to place within the reach of mariners, at no expense to them, such useful information as cannot be collected profitably by any private individual, but which the Government can readily gather, without additional cost, through agencies already established.

Owing to the small scale to which the Pilot Chart is necessarily limited, much nautical information received by this Office, especially such as concerns coasters, is omitted from that publication. This Bulletin will supply such omissions by giving an account of obstructions and dangers along the coast and the principal ocean routes, and publishing other matter relating to navigation, of interest to seamen.

It is compiled in the Division of Marine Meteorology from reports received by our Branch Offices, Maritime Associations, Lighthouse Board, Coast and Geodetic Survey, Revenue Marine, Life-saving Service, Weather Bureau, newspapers, &c.

These Bulletins will be posted in all the seaboard cities, where they can readily be consulted by masters of vessels and others interested.

The maritime community is invited to send any information of value to this publication, or the Pilot Chart, to the Hydrographic Office at Washington, or to one of its Branch Offices at—

Boston	Customhouse.
New York	Maritime Exchange, Produce Exchange Buildings,
Philadelphia	Maritime Exchange, Third and Walnut Streets.
Baltimore	Customhouse.
Norfolk	Customhouse.
Savannah	Customhouse.
New Orleans	Maritime Association.
San Francisco	Merchants' Exchange.
Portland, Oregon	Chamber of Commerce, 31, First Street.
Port Townsend	Customhouse.
Chicago	Room 1621, Masonic Temple.

These offices are fully supplied with information and publications pertaining to navigation; and masters and officers of vessels are cordially invited to consult them.

REPORTS ALONG THE COAST.

New Jersey.

*394.—Absecon Light bearing West, 15 miles: Upright mast, 8 feet out of water, apparently attached to a sunken wreck. March 13.

412.—March 14.—Five Fathoms Bank Lightship bearing N.N.W., about 1 mile distant, struck a wreck or shoal.—*Maggie M. Keough* (sch), Tilton. [NOTE.—The chart shows 10 fathoms of water at the above location.]

North Carolina.

*392.—Kinnakeet Life-saving Station bearing West: Tern schooner sunk in 14 fathoms, with masts showing March 14.

*399.—Cape Hatteras Light bearing S.W. by W., about 20 miles: Topmasts of a sunken tern schooner standing out of water. March 22

*405.—Cape Hatteras Light bearing S. by W., 14 miles: Tern schooner sunk in 14 fathoms, with topmasts showing. March 31.

*369.—On Inner Diamond Shoal: Sunken steamer believed to be the *Wetherby*), with spars and funnel showing at low water. February 4.

*334.—On Outer Diamond Shoal: Sunken steamer (believed to be the *Olympia*), entirely submerged at low water. February 11.

*398.—Frying Pan Shoals Lightship bearing S.W. ⅝ W. 16 miles: Stump of mast 3 feet out of water, apparently attached to a wreck. March 22.

CORRECTION.—Captain Bearse, of steamer *Cherokee* reports that the sunken schooner that he passed 14 miles off Hatteras, on March 31 lay N. by E. from Cape Hatteras Light.

Florida.

April 6.—The Lighthouse Board gives notice that on or about April 20, 1894, Entrance to North-west Channel bell buoy, black and white perpendicular stripes, will be moved about ⅝ mile to the westward of its present position, and moored in 27 feet of water on the mid-channel line of the new or western entrance marked by Turning Point Beacon (red) and Sand Key Lighthouse in range. Bearings (magnetic) of prominent objects, fixing the position of the buoy, are: Key West Lighthouse, S. 45° 20′ E. (S.E.); Turning Point Beacon (red) and Sand Key Lighthouse, in range S. 8° 23′ E. (S. ¾ E.); and North-west Passage Lighthouse, S. 0° 15′ W. (S.).

On the same date, Black Beacon Shoal buoy No. 3 will be moved to the westward about on a line marked by Port Shoal buoy No. 1 and South end of Spit buoy No. 5.

On the same date, Ten Foot Shoal buoy No. 2 and North-West Channel Bar buoy No. 1 will be discontinued.

DERELICTS, WRECKAGE, &C.

Vessels.

410.—March 16.—Lat. 41° 10′, long. 46° 09′, passed a submerged vessel, barkentine rigged, masts showing and saw many dead cattle floating about.—*Helen* (Br. s.s.), Mc Neil.

418.—March 17.—Lat. 42° 12′, long. 24° 37′, passed a large piece of wreckage floating low in the water; apparently part of a vessel's bottom.—*Eden Holme* (Br. bark), Randall.

413.—March 26.—Lat. 48°, long. 25°, passed a three-masted derelict vessel.—*Scawsby* (Br. s.s.), Higgings.

416.—March 31.—Lat. 35° 50′, long. 48° 30′, passed a ship's deck, 150 feet long, with beams attached.—*Jamaican* (Br. s.s.), Daniel.

411.—March 31.—Lat. 32° 10′, long. 69° 05′, passed alongside of part of a ship's side 50 feet long, made of spruce, with eight sets of iron knees attached and one 'tween deck beam standing upright. The vessel was of about 500 tons.—*Nora Wiggins* (Br. bark), McKinnon.

414.—March 31.—Lat. 40° 25′, long. 55° 14′, passed a vessel bottom up. 415.—April 2 (?), lat. 37° 40′, long. 70°, saw a raft or derelict vessel, with poles standing.—*Kanawha* (Br. s.s.), Maxwell.

419.—April 8.—About 75 miles south of Hatteras Shoals, passed close to a ship's side, about 150 feet long and nearly submerged.—*Louisiana* (s.s.), Gager.

Recently abandoned.

417.—Bark *Lotus* (Br.), Hire, of Pictou, 596 tons sprung a leak and foundered March 26, in lat. 42°, long. 16°. Her crew was landed at St. Vincent by bark *Orsola* (Ital.), Paturzo.

Buoys adrift.

March 29.—Lat. 47° 35′, long. 37°, passed a conical buoy, painted red.—*Lake Superior* (Br. s.s.), Stewart.

March 30.—Lat. 42° 02′, long. 56° 23′, passed a red painted buoy.—*La Bourgogne* (Fr. s.s.), Lebœuf.

April 5.—Lat. 40° 25′, long 66° 43′, passed a whistling buoy adrift.—*Fürst Bismarck* (Ger. s.s.), Albers.

* Republished in brief from a previous issue, with date of latest report.

Miscellaneous.

March 14.—Lat. 39° 24′, long. 64°, passed a number of balks of timber and part of a ship's deck, showing beams and upright timbers.—*Barrowmore* (Br. s.s.), Waite; report by third Officer Taylor.

March 15.—Lat. 43°, long 48° 20′, passed a boat broken in two, painted white with teak gunwale.—*Nerito* (Br. s.s.), Gordon.

March 28.—Lat. 41°, long. 53° 10′, passed some large spars covered with barnacles. March 29, lat. 40° 30′, long. 57° 40′, passed a large water barrel. March 30, lat. 39° 50′, long. 62° 25′, passed wreckage, apparently a vessel's stem with long bolts attached.—*Massapequa* (Br. s.s.), Evans; report by second Officer Dickens.

April 2.—Lat. 26°, long. 63° 24′, passed a big balk of timber, about 60 feet long; apparently not long adrift.—*Capac* (Br. s.s.), Thomas; report by second Officer Jones.

Ice Reports.

March 14.—Lat. 42° 16′, long. 51° 16′, passed a berg 100 feet high.—*Hekla* (Dan. s.s.), Laub; report by second Officer Schnipp.

March 14.—Lat. 42° 11′, long. 51° 14′, passed a large berg.—*Ludgate Hill* (Br. s.s.), Brown.

March 22.—Lat. 44° 54′, long. 46° 01′, passed between two small bergs; lat. 45° 45′, long. 44° 15′, passed another small one.—*Ethiopia* (Br. s.s.), Wilson; report by fourth Officer Miller.

March 25.—Lat. 43°, long. 45° 30′, passed two large bergs.—*Carthaginian* (Br. s.s.), France; report by third Officer Cook.

March 26.—Lat. 42° 35′, long 44° 32′, passed a berg about 30 feet high and 800 feet long; lat. 42° 25′, long. 44° 48′, a berg 50 feet high and 1000 feet long.—*Massapequa* (Br. s.s.), Evans: report by second Officer Dickens.

March 26.—Lat. 43° 02′, long. 45° 54′, passed a berg 25′ feet high and 600 feet long.—*America* (Br. s.s.), Pearce.

March 26.—Lat. 43°, long. 44° 20′, passed two small, low, jagged bergs. March 27, lat. 42°, long. 49° 10′, passed a large round berg.—*Bengore Head* (Br. s.s.), Brennan; report by third Officer Orr.

March 27.—Lat. 43° 02′, long. 45° 20′, passed a large berg hollowed down the middle, also some detached pieces.—*Peruvian* (Br. s.s.), Calvert; report by third Officer Black.

March 27.—Lat. 43° 45′, long. 46° 50′, passed a berg 100 feet high and 400 feet long; also saw a large one in lat. 43° 38′, long. 47°. March 28, passed a large berg in lat. 42° 25′, long. 49° 10′.—*Massasoit* (Br. s.s.), Murray.

March 28.—Lat. 44° 22′, long. 45°, passed a berg 100 feet high, 300 feet wide and 400 feet long. March 29, lat. 43° 43′, long. 46° 56′, passed a berg 80 feet high and 150 feet long; between these two we saw two large bergs and three small ones.—*La Hesbaye* (Hol. s.s.), Ninnes; report by Chief Officer Eckhoff.

March 28.—Lat. 42° 22′, long. 49° 10′ passed a large square berg of regular shape.—*Italia* (Br. s.s.), Craig: report by second Officer Wayman.

March 28.—Lat. 43° 08′, long. 44° 26′, passed a berg; lat. 43° 08′, long. 44° 38′, another.—*Waverly* (Br. s.s.), Calvert; report by Third Officer Clay.

March 28.—Lat. 43° 28′, long. 45° 13′, passed a small berg. March 29, lat. 42° 14′, long. 46° 35′, passed a large berg.—*Baltimore* (Br. s.s.), Simpson.

March 28, 29.—Lat. 44° 24′, long. 45° 37′, to lat. 43° 24′, long. 47° 17′, saw eight bergs, about 20 miles apart.—*Toledo* (Br. s.s.), Wishart.

March 29.—Lat. 43° 25′, long. 46° 24′, passed a large berg.—*Mohawk* (Br. s.s.), Wiltshire.

March 29.—Lat. 43° 39′, long. 45° 25′, passed a berg.—*La Bourgogne* (Fr. s.s.), Lebœuf.

March 29.—Lat. 43° 28′, long. 46° 20′, passed a large berg with a peak at one end 150 feet high. *Diamant* (Ger. s.s.), Wischhausen; report by Chief Officer Kelterer.

March 29.—Lat. 43° 22′, long. 47° 15′, passed two large bergs each having two peaks; lat. 43° 10′, long. 48° 20′, two large flat bergs.—*Menantic* (Br. s.s.), Mann; report by Second Officer Grove.

March 29.—Lat. 43° 36′, long. 45° 12′, saw a small berg about 30 feet high and 30 feet long. March 30, lat. 43° 28′, long. 45° 57′, passed some field ice; lat. 42° 32′, long. 48° 30′, a berg about 25 feet high and 160 feet long.—*Amsterdam* (Hol. s.s.), Stenger; report by Third Officer Last.

March 29.—Lat. 44° 35′, long. 44° 29′, to lat. 43° 54′, long. 46° 16′, passed seven bergs of various sizes.—*Cevic* (Br. s.s.), Nicol; report by Second Officer Raddish.

March 29.—Lat. 43° 40′, long. 46° 28′, passed two large bergs with high peaks and two smaller ones, also, several small pieces of ice; lat. 42° 40′, long. 48° 45′, passed two very large bergs with high white peaks.—*Templemore* (Br. s.s.), Trenery; report by Mr. Scott.

March 29.—Lat. 44° 05′, long. 45° 31′, to lat. 43° 45′, long. 46° 43′, passed seven bergs of moderate size.—*Wandrahm* (Br. s.s.), Kuehn.

March 29.—Lat. 45° 10′, long. 45° 20′, to lat. 44° 03′, long. 48° 18′, saw numerous small and medium sized bergs, the larger ones being the westernmost.—*Batoum* (Br. s.s.), Prout; report by Second Officer Colbeck.

March 29.—Lat. 44° 56′, long. 46° 50′, to lat. 44° 39′, long. 47° 59′, passed eight large bergs.—*Lord Londonderry* (Br. s.s.), Arthur; report by Second Officer Beal.

March 29.—Lat. 43° 25′, long. 46° 27′, saw a large berg.—*Kanawha* (Br. s.s.), Maxwell.

March 30.—Lat. 43° 50′, long. 45° 04′, to lat. 43° 38′, long. 46° 52′, passed six bergs 50 to 100 feet high, the largest one being 600 feet long.—*Darmstadt* (Ger. s.s.), Thumann.

March 30.—Lat. 42° 50′, long. 48° 40′, saw a medium sized berg.—*Taormina* (Ger. s.s.), Koch.

April 1.—Lat. 43° 25′, long. 47° 05′, passed a small berg.—*Waesland* (Blg. s.s.), Bence; report by Fourth Officer Normon.

April 1.—Lat. 44° 56′, long. 44°, passed a few small bergs and one large one.—*Lake Superior* (Br. s.s.), Stewart.

April 1.—Lat. 43° 29′, long. 46° 28′, passed a berg about 100 feet high and 350 feet long; lat. 43° 25′, long. 46° 37′, saw another berg, larger than the first.—*Schiedam* (Hol. s.s.), Brouwer; report by Third Officer Feensma.

April 2.—Lat. 44° 22′, long. 46° 26′, passed a small berg and one of moderate size and some detached pieces.—*Bostonian* (Br. s.s.), Muir; report by Second Officer Wright.

April 3.—Lat. 43° 49′, long. 45° 58′, passed a berg about 70 feet high and 250 feet long and one about 15 feet high and 40 feet long.—*Obdam* (Hol. s.s.), Ponsen; report by Fourth Officer Wachter.

April 4.—Lat. 44° 03′, long. 45° 26′, passed a large berg 200 feet high and about 500 feet long.—*Gallia* (Br. s.s.), Hewitson.

Collisions with Ice.

Bark *Armenia* (Br.), Anderson, collided with an iceberg March 17, in lat. 44°, long. 48°. Damage not reported.

Steamer *R. F. Matthews* (Br.), Arnott, from Mediterranean ports for New York, put into Halifax, April 8, with bows slightly damaged by field ice.

Steamer *State of Georgia* (Br.), Laurie, met ice March 13, in lat. 48° 22′, long. 48° 48′, and did not clear it for five days, her progress being greatly impeded by it. There was a great deal of dangerous field ice and the vessel's plates were somewhat damaged on both sides.

Charles D. Sigsbee,
Commander, U. S. N., Hydrographer.

APPENDIX I.

(*Handed in by Col. Hozier, Q.* 1418.)

Captains of vessels are most particularly requested, in case of any wreck, or vessel in distress or overdue, becoming known to them, to communicate the fact to Lloyd's Agent immediately on arrival at the first port of call.

LLOYD'S.

SIR,

THE Committee of Lloyd's will be grateful if you will be good enough to report on this form any information of the following description, giving in each case the date and position :—

I.—Vessels passed in distress.
II.—Wrecks, derelicts, wreckage, boats, life buoys, &c.
III.—Ice met with.

N.B.—*Please do not omit to insert the Date, Latitude and Longitude, and also any distinguishing name or mark on wrecks or wreckage.*

The information thus received is published in "Lloyd's List" and "Lloyd's Weekly Index," for general information, and its source acknowledged. I need not point out to you the great value, to all concerned, of such intelligence.

Please post this report, *without prepayment*, as early as possible after you reach port, if you have not had the opportunity previously of communicating the information to a local Agent for Lloyd's.

I am, Sir,
Your obedient Servant,
H. HOZIER,
Secretary

N.B.—*This form can be posted to Lloyd's without prepayment from any port or place the ship communicates with.*

Captains of vessels bound to London are informed that the Customs boarding officers at Gravesend will be prepared to receive and forward to Lloyd's any Reports which Captains may tender to them on their boarding the vessel on arrival at Gravesend.

Report of the *Captain* *from* *arrived at*
on the 189

SHIP'S REPORT.

N.B.—Please do not omit to insert the Date, Latitude and Longitude.

Lloyd's,
Royal Exchange,
London, E.C. } (*printed on back of form*).

APPENDIX K.

No. 107.—U. S. HYDROGRAPHIC OFFICE.

WRECKS AND DERELICTS IN THE NORTH ATLANTIC OCEAN, 1887 TO 1893, INCLUSIVE.

THEIR LOCATION, PUBLICATION, DESTRUCTION, ETC.

NOTE BY THE HYDROGRAPHER.

The Hydrographic Office, which is a branch of the Bureau of Navigation of the Navy Department, has for 11 years taken cognizance of matters pertaining to ocean wrecks and derelicts, and has published on its pilot charts and hydrographic bulletins information relative to these menaces to navigation. The Hydrographic Office has 11 branch offices, situated in the principal maritime cities of the United States, for the purpose of collecting and distributing hydrographic and meteorological information, under direction from the main office. An important duty of the branch offices is the collection and investigation of reports relative to wrecks and derelicts. Each office is in charge of a naval officer, and is supplied with a very complete outfit of charts, nautical books, and nautical instruments. Each in its own neighbourhood can readily form such connexions as will enable it to investigate reports thoroughly. Reports are received from every available source, especially from shipmasters, and are forwarded daily to the main office. Reports received at the main office are at once sent to the Meteorological Division, which has charge of matters relating to ocean meteorology, oceanography, and also to shipping interests, so far as nautical practice relates to the latter.

In the Meteorological Division, the positions of these dangers are plotted upon charts, and attached also to a large blackboard chart. The latter exhibits, always, the positions of wrecks and derelicts in the North Atlantic Ocean according to the latest reports. The continuous drift of derelicts is shown upon the Pilot Chart of the North Atlantic Ocean, a monthly publication of the Hydrographic Office. Additional information relative to wrecks and derelicts is given on a weekly publication styled Hydrographic Bulletin. The Pilot Charts and Bulletins are circulated freely among master of vessels who are voluntary weather observers for the office, and among those who are otherwise

actively interested in the work of the office. At short intervals, tabulated statements of the existence of wrecks and derelicts dangerous to commerce are sent by special messenger to the Chief of the Bureau of Navigation, Navy Department. If the case is urgent, special reports are made. The Chief of the Bureau of Navigation then refers the reports to the Secretary of the Navy, who oftentimes directs that the wreck or derelict be destroyed by some available naval vessel. In a case of special urgency, the order for the destruction of a danger is sent by telegraph.

The Hydrographic Office has nearly 3,000 voluntary observers of the weather at sea. The majority of these are mariners who traverse the North Atlantic Ocean. They provide, therefore, an excellent patrol of the waters of that ocean, and are, in a sense, voluntarily under the control of the Hydrographic Office for that purpose, From what has been said it is seen that the Navy Department of the United States has a fairly well organised system leading to the discovery and destruction of wrecks and derelicts in waters reasonably near the North Atlantic coast of the United States.

The subject of wrecks and derelicts came before the International Marine Conference organised in Washington on October 16, 1889. The Conference adopted the following resolution :—

> That the different maritime powers interested in the navigation of that portion of the North Atlantic Ocean bordering the American coast, and situated westward from a line drawn from the Bermuda Islands to Cape Race, Newfoundland, be invited to come to an agreement respecting the removal of derelicts in these waters, under due official supervision.

The following joint resolution, having passed both Houses of Congress, was approved by the President on October 31, 1893 :—

> *Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the President of the United States be, and he is hereby, authorised to make with the several Governments interested in the navigation of the North Atlantic Ocean, an international agreement providing for the reporting, marking, and removal of dangerous wrecks, derelicts, and other menaces to navigation in the North Atlantic Ocean, outside the coast waters of the respective countries bordering thereon.

This action by Congress has increased the interest felt in the question of wrecks and derelicts, as shown by the press and by the increased correspondence of the Hydrographic Office. With a view to satisfy this interest as far as possible, the statistical information contained in this book has been prepared.

C. D. SIGSBEE,
Commander of the U.S. Navy, Hydrographer.

WRECKS AND DERELICTS.

I.—NUMBER OF REPORTS RECEIVED OF WRECKS AND DERELICTS.

There are many reports received by this office of the same wreck, about the same time; in past years these reports were not preserved after publication in the weekly bulletins, and the duplicate reports have been invariably destroyed. Therefore, in order to ascertain the number of such reports, the reports for the year 1893 are taken as a general average.

Average Number of Reports of Wrecks, Dangerous Obstructions.

Daily	5
Weekly	32
Monthly	132
Annually	1,584

Average Number of Reports of Derelicts.

Daily	2
Weekly	14
Monthly	61
Annually	732

II.—AVERAGE NUMBER OF DERELICTS IN THE NORTH ATLANTIC.

The following tables of derelicts for the period of seven years, from 1887 to 1893, inclusive (during which the present system of recording and publishing the information has been in operation), show a grand total of 1,628 in seven years, or 232 annually, and 19 every month.

The table of unidentified derelicts is not the number of the reports received of unrecognisable abandoned but is carefully computed from the reports to be the actual number of them.

Identified Derelicts, 1887–1893.

Month.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	Total.
January	3	11	4	9	5	6	11	49
February	1	5	4	4	2	5	11	32
March	5	7	2	3	7	3	5	32
April	7	3	15	4	5	1	5	40
May	1	5	3	2	3	2	5	21
June	3	—	7	3	5	1	4	23
July	3	2	2	3	4	—	2	16
August	7	1	2	3	6	4	20	43
September	15	1	16	5	6	5	4	52
October	7	4	7	5	6	9	18	56
November	3	10	6	4	8	6	15	52
December	11	5	8	15	6	15	6	65
Total	66	54	76	60	63	57	106	482

Unidentified Derelicts, 1887–1893.

One thousand one hundred and forty-six unidentified abandoned vessels were seen on the North Atlantic during the following months :—

Month.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	Total.
January	13	6	5	9	9	14	27	83
February	10	7	1	10	10	13	22	73
March	3	12	6	13	11	28	28	101
April	4	5	14	8	14	26	20	91
May	8	6	10	10	14	17	30	95
June	7	3	10	8	11	14	18	71
July	5	6	11	21	18	15	12	88
August	9	7	7	9	16	21	24	93
September	3	9	19	12	12	14	59	128
October	7	7	22	16	25	11	36	124
November	9	7	24	18	29	12	24	123
December	4	6	17	10	8	19	12	76
Total	82	81	146	144	177	204	312	1,146

A total number of 1,146 unidentified derelicts for seven years, of which all but two or three were wooden vessels.

Summary.—Identified derelicts in same period, 482. Grand total, 1,628 in seven years (1887–1893). This equals 232 annually, or 19 per month.

For 1893 the average number per month was—

$$\frac{312 + 106}{12} = 35 \text{ (about)}.$$

These tables show that the months during which the greatest number of derelicts is reported are September, October, and November. They also indicate that during the past five years the number has been gradually increasing.

This increase is probably not so much the increased number of derelicts, but is due to the fact that this office has gradually increased the efficiency of its ocean patrol through its constantly increasing number of voluntary co-operating observers. This feature is exemplified by the fact that in 1893 there were 312 unidentified and 106 known derelicts, or a total of 418,

and an average of 35 per month, instead of 19, the monthly average in the period of seven years.

It has been shown that there were 1,628 derelicts in seven years, or an average of 19 every month; and since the average length of time a derelict remains afloat is one month, it is evident that there must be 19 derelicts constantly afloat on the North Atlantic. Prior to 1893 this was estimated at 16, but fuller reports are received now than in former years.

III.—The Regions where Derelicts are most Prevalent.

The Pilot Charts show that most of the derelicts are sighted in the Gulf Stream off the United States coast, north of 30° north latitude, and west of 60° west longitude. The number gradually decreases to the eastward along the transatlantic steamer routes.

A number of those which remain afloat the longest time make the circuit of the Sargasso Sea.

The majority of the derelicts were vessels which were abandoned near the United States coasts.

IV.—The Average Time a Derelict is Adrift.

A fair estimate of the average time a derelict remains afloat may be obtained from the following tables of identified derelicts by assuming that each derelict remained afloat one day after it was last reported, and that those derelicts that were reported only once remained afloat three days each. On these assumptions, the average period of drift is found to be approximately 30 days.

V.—Tracks of Derelicts.

These tracts are plotted on the Pilot Charts from month to month. The most notable case is that of the three-masted schooner *Fanny E. Wolston*, abandoned October 15, 1891, and last seen on February 20, 1894. She has, therefore, been a derelict for 850 days, during which she drifted 7,025 miles, the longest track of the kind on record; and, as she is supposed to be afloat yet, her track will probably be still further extended.

All those known derelicts that were reported more than once are given in the following table:—

Drift of Derelicts in the North Atlantic during the Seven Years, 1887–1893, inclusive.

Name.	First reported.			Last reported.			Drift.		Number of Times reported.
	Date.	Lat.	Lon.	Date.	Lat.	Lon.	Miles.	Days.	
		° ′	° ′		° ′	° ′			
Manantico, schooner	8 Dec. 1886	39 10	72 00	12 July 1887	28 10	36 15	2,600	206	8
Stormy Petrel, bark	16 Dec. 1886	47 10	11 00	12 June 1887	41 05	10 20	1,410	164	15
Carrie A. Buckman, schooner	30 Jan. 1887	27 25	86 10	30 May 1887	27 00	85 10	245	120	3
Dagmar, ship	20 Jan. 1887	38 50	54 00	24 June 1887	39 47	41 00	1,480	155	8
Franceschino, bark	4 Mar. 1887	40 15	39 15	17 June 1887	42 23	34 30	820	105	10
Richard, bark	5 April 1887	42 00	54 40	3 June 1887	42 20	41 40	186	60	4
Jas. Baymore, schooner	25 June 1887	40 12	61 40	24 July 1887	40 04	49 30	580	30	2
Mary E. Douglas, schooner	22 Aug. 1887	26 44	74 11	1 Nov. 1887	Abaco, Bahamas.		400	70	8
Lilian, ship	27 Aug. 1887	42 00	58 00	5 Sept. 1887	42 12	58 37	275	10	5
Alice Roy, bark	21 Aug. 1887	Davis Shoal.		27 Aug. 1887	New London.		150	7	4
Dido, schooner	20 Aug. 1187	37 27	74 17	28 Aug. 1887	36 40	74 18	48	9	3
Akbar, bark	27 Aug. 1887	31 30	77 35	16 Sept. 1887	36 30	73 00	410	20	8
Lina, ship	27 Aug. 1887	36 20	71 10	12 Sept. 1887	35 00	75 00	235	16	3
Oasis, bark	4 Sept. 1887	40 50	50 01	1 Oct. 1887	40 00	47 00	450	27	6
Vincenzo Perotta, bark	17 Sept. 1887	36 00	54 00	4 April 1889	Watling Island.		2,950	586	27
Zerelde, brig	1 Sept. 1887	26 00	57 00	5 Oct. 1887	26 10	57 30	35	36	3
Cordelia, schooner	4 Oct. 1887	44 54	50 50	7 Dec. 1887	43 16	51 18	102	64	3
New Brunswick, bark	2 Oct. 1887	45 00	42 00	18 Oct. 1887	46 48	42 25	110	16	2
Telemach, bark	13 Oct. 1887	37 00	39 00	15 April 1889	35 50	56 30	3,150	551	17
Alfred Watts, ship	18 Oct. 1887	32 30	45 49	26 Nov. 1887	27 40	56 00	910	40	5
Baticola, bark	20 Nov. 1887	44 00	47 00	27 Nov. 1887	46 15	45 00	160	7	2
Five Brothers, schooner	29 Nov. 1887	28 30	79 50	17 Dec. 1887	28 56	80 30	48	18	3
Jura, brig	3 Dec. 1887	35 25	41 59	6 Jan. 1888	34 10	34 25	480	35	3
W. W. Pharo, schooner	20 Dec. 1887	Fenwick Island.		24 Dec. 1887	38 49	73 57	120	4	2
Joe Hooker, schooner	17 Dec. 1887	40 47	67 45	18 Dec. 1887	40 45	68 20	32	2	2
D. E. Kelley, schooner	19 Dec. 1887	38 45	74 15	10 Jan. 1888	37 00	67 30	180	22	14
Mattie W. Atwood, schooner	17 Dec. 1887	38 20	74 25	21 Dec. 1887	38 00	74 28	21	4	2
Warren W., brigantine	27 Dec. 1887	36 00	63 36	19 June 1888	33 30	41 18	1,670	175	10
M. V. Cook, schooner	28 Dec. 1887	33 50	68 00	15 Jan. 1888	29 20	65 00	380	18	3
L. A. Danenhower, schooner	27 Dec. 1887	35 20	65 50	16 Jan. 1888	33 22	60 31	320	20	3
Maryland, ship	31 Dec. 1887	46 40	33 05	1 Jan. 1888	46 00	31 20	90	2	2
Hermione, bark	28 Dec. 1887	38 00	55 00	24 Jan. 1888	36 49	43 25	820	27	3
William and Richard, schooner	11 Jan. 1888	33 00	78 00	25 Aug. 1888	37 30	52 00	1,375	228	8
Restless, schooner	31 Jan. 1888	41 07	64 31	9 June 1888	40 44	43 10	1,420	130	6
St. Olaves, bark	23 Jan. 1888	31 25	37 04	2 Feb. 1888	32 00	38 00	80	10	4
Edward G. Taulane, schooner	17 Feb. 1888	35 18	73 10	15 July 1888	35 40	61 00	960	151	10
Ruggiero Primo	3 Mar. 1888	33 00	29 00	11 Mar. 1888	35 09	27 00	160	8	4
Alice Montgomery, schooner	15 Mar. 1888	37 03	72 49	16 Mar. 1888	37 36	72 11	42	2	2
W. L. White, schooner	13 Mar. 1888	38 50	73 10	23 Jan. 1889	57 42	07 42	5,910	310	45
Florence Rogers, schooner	12 Mar. 1888	36 00	74 40	16 Mar. 1888	33 48	73 19	178	5	5

Drift of Derelicts in the North Atlantic during the Seven Years, 1887–1893 inclusive—continued.

Name.	First reported.			Last reported.			Drift.		Number of Times reported.
	Date.	Lat.	Lon.	Date.	Lat.	Lon.	Miles.	Days.	
		° ′	° ′		° ′	° ′			
Biagio, bark	9 April 1888	43 50	10 37	23 Apr. 1888	42 53	09 46	230	14	6
Lady Rowena, bark	7 May 1888	42 00	51 45	22 May 1888	39 00	40 05	570	15	2
Zouave, ship	25 May 1888	42 12	41 28	2 June 1888	43 00	41 00	45	8	2
Ornen, bark	18 July 1888	49 00	36 00	8 Aug. 1888	48 00	30 00	720	22	11
Clara, bark	11 Oct. 1888	25 00	23 00	27 Oct. 1888	25 48	24 32	110	11	3
Gibraltar, bark	1 Oct. 1888	45 00	28 00	23 Nov. 1888	43 05	24 35	320	50	3
Neva May, schooner	13 Oct. 1888	37 04	74 45	17 Oct. 1888	36 40	74 12	95	5	5
T. A. Lambert, schooner	26 Nov. 1888	38 00	72 10	29 Nov. 1888	38 29	72 19	42	3	3
Golconda, brig	27 Nov. 1888	32 18	74 55	28 Nov. 1888	32 25	74 40	22	2	3
Ethel M. Davis, schooner	29 Nov. 1888	35 04	70 52	4 Dec. 1889	43 49	27 52	4,400	370	27
David W. Hunt, schooner	30 Nov. 1888	34 30	72 30	12 Nov. 1889	32 43	17 00	4,800	347	41
St. Albans, ship	13 Nov. 1888	52 06	12 30	22 Nov. 1888	45 42	17 00	520	10	5
Petty, bark	13 Nov. 1888	46 00	26 00	18 Feb. 1889	43 25	03 10	1,700	97	19
Lena Breed, schooner	5 Dec. 1888	35 15	75 28	4 Mar. 1889	34 28	66 29	720	89	7
James B. Drury, schooner	29 Jan. 1889	35 00	75 05	1 Feb. 1890	35 57	45 56	1,720	367	15
Proteus, brig	2 Feb. 1889	35 42	59 56	7 Mar. 1889	37 33	35 32	850	33	4
Venus, bark	5 Feb. 1889	46 00	09 00	6 Feb. 1889	45 50	09 28	30	1	2
Georgia B. McFarland, schooner	3 Feb. 1889	30 00	77 00	7 Mar. 1889	37 33	35 32	850	33	4
Mary E. Bacon, schooner	31 Mar. 1889	34 30	68 45	21 Apr. 1889	36 42	67 22	475	22	5
Alice Borda, schooner	9 April 1889	33 00	76 45	18 May 1889	37 35	69 55	910	39	20
Gipsy Queen, brig	12 April 1889	35 00	75 00	19 April 1889	37 54	70 27	320	8	2
Denmark, steamer	6 April 1889	46 06	30 00	8 April 1889	46 00	37 00	121	3	2
Emilie, bark	7 April 1889	48 00	19 00	24 May 1889	39 32	10 05	820	47	14
Palatka, schooner	10 April 1889	36 30	74 42	20 June 1889	43 05	57 45	1,120	71	23
Richard W. Denham, schooner	10 April 1889	33 15	75 10	11 Apr. 1889	35 10	74 50	112	2	3
Effort, schooner	10 April 1889	35 43	71 56	11 Apr. 1889	36 00	72 00	20	2	2
Mary Frazier, bark	20 May 1889	30 20	31 18	28 May 1889	36 55	31 53	150	8	2
Ottawa, bark	23 May 1889	39 20	66 40	19 June 1889	42 38	63 24	340	27	13
Eva J. Smith, schooner	27 June 1889	40 18	73 40	13 July 1889	40 15	73 16	40	16	13
Cupido, bark	25 June 1889	44 23	36 20	4 Aug. 1889	47 00	29 00	350	40	2
Bushrod W. Hill, schooner	17 July 1889	42 00	69 30	21 July 1889	42 05	69 50	75	4	4
Anglo, schooner	10 Sept. 1889	38 59	71 31	27 Sept. 1889	38 53	72 16	80	17	5
Caterina R., bark	11 Sept. 1889	37 46	70 50	8 Oct. 1889	32 20	73 05	540	27	10
Freya, bark	11 Sept. 1889	40 48	68 45	9 Oct. 1889	40 00	61 40	510	28	2
Eliza Lines, bark	9 Sept. 1889	33 00	67 00	17 Sept. 1889	40 20	68 52	145	8	4
Giano, bark	12 Sept. 1889	36 49	69 42	2 Dec. 1889	36 30	47 42	1,570	82	8
James S. Lowell, schooner	13 Sept. 1889	37 25	74 05	30 Oct. 1889	42 48	57 49	1,310	47	12
Barone Podesta, bark	16 Sept. 1889	40 32	72 10	21 Sept. 1889	41 14	70 49	150	5	6
Nobreza, bark	11 Sept. 1889	29 42	66 45	7 Nov. 1889	32 00	66 00	310	57	12
Fred, bark	28 Sept. 1889	50 00	18 00	29 Sept. 1889	50 04	17 40	48	2	3
Norge, bark	11 Sept. 1889	03 00	21 00	27 Oct. 1889	00 10	29 00	700	46	2
Minnie Swift, bark	4 Oct. 1889	46 00	50 48	20 Oct. 1889	46 15	56 47	400	16	4
Forest City, schooner	16 Oct. 1889	41 30	70 15	26 Oct. 1889	38 00	74 00	260	10	3
Brooklyn, steamer	17 Oct. 1889	35 45	75 20	20 Oct. 1889	35 50	75 15	30	3	7
Mabel L. Phillips, schooner	25 Oct. 1889	35 48	74 40	8 June 1890	32 25	62 55	1,860	228	11
Jennie Rosaline, schooner	25 Oct. 1889	34 38	71 50	20 Jan. 1890	33 15	72 20	620	87	11
Jacob M. Haskell, schooner	24 Oct. 1889	35 31	72 39	23 Jan. 1890	32 25	62 55	910	91	13
Spotless, schooner	25 Oct. 1889	35 45	74 00	30 Nov. 1889	36 34	61 25	770	36	5
Belle of the Bay, brig	25 Oct. 1889	25 30	74 00	5 Dec. 1889	31 03	64 55	1,080	41	4
Atlas, bark	15 Nov. 1889	47 21	31 33	22 Dec. 1889	43 00	22 00	1,390	37	5
Shakspore, ship	18 Dec. 1889	54 15	20 44	22 Dec. 1889	54 20	20 10	490	4	4
Mathilda, brigantine	26 Jan. 1890	43 10	52 48	2 Feb. 1890	42 54	55 18	181	7	6
Josephine, ship	26 Jan. 1890	48 48	24 51	31 Jan. 1890	50 00	25 00	75	5	2
Elieser, bark	25 Jan. 1890	46 00	07 00	28 Jan. 1890	45 00	07 00	60	3	4
Hermeline, bark	24 Jan. 1890	24 56	55 00	15 Feb. 1890	33 00	58 00	620	21	3
Progress, bark	26 Feb. 1890	42 20	40 00	2 Mar. 1890	42 00	44 00	160	5	7
Hebe, bark	23 Feb. 1890	43 54	42 06	27 Feb. 1890	46 27	42 02	110	4	3
David Clarkson, tern	9 Feb. 1890	34 10	76 15	9 April 1890	38 24	53 46	1,210	57	9

Drift of Derelicts in the North Atlantic during the Seven Years, 1887–1893 *inclusive*—continued.

Name.	First reported.			Last reported.			Drift.		Number of Times reported.
	Date.	Lat.	Lon.	Date.	Lat.	Lon.	Miles.	Days.	
		° ′	° ′		° ′	° ′			
Nellie Potter, schooner	2 Mar. 1890	25 00	63 00	2 April 1890	29 09	65 42	312	31	3
Magdalena, bark	16 April 1890	43 55	39 11	11 May 1890	45 54	33 01	430	25	16
Armonia, bark	19 April 1890	26 19	61 10	20 May 1890	29 27	64 03	520	31	3
Fama, bark	18 April 1890	48 00	18 00	25 April 1890	48 30	22 15	270	8	4
George E. Corbett, barkentine	22 May 1890	45 48	32 28	26 May 1890	45 00	30 00	140	4	2
Carrier Dove, bark	27 May 1890	47 08	37 12	26 Oct. 1890	48 38	10 39	2,210	152	25
Egypt, steamer	18 July 1890	46 24	33 04	25 July 1890	48 05	30 00	250	7	2
Stella, bark	14 Sept. 1890	47 25	31 33	20 Oct. 1890	52 25	21 40	820	37	18
Hermann, bark	21 Sept. 1890	47 20	08 30	6 Nov. 1890	45 45	08 16	240	46	
Fearnaught, ship	15 Oct. 1890	44 46	45 40	3 Nov. 1890	48 32	41 49	425	19	5
Joutsen, barkentine	20 Nov. 1890	34 10	74 05	14 Dec. 1890	34 14	70 42	280	24	8
Claudine, bark	19 Nov. 1890	49 32	28 39	25 Dec. 1890	51 21	23 32	640	36	2
John B. Hamel, jr., schooner	19 Dec. 1890	30 04	78 26	20 Dec. 1890	30 05	78 08	30	2	2
Angelia, brig	5 Dec. 1890	38 51	61 25	7 Dec. 1890	38 53	62 00	30	2	5
Cupid, bark	6 Dec. 1890	39 11	55 50	7 Mar. 1891	43 40	45 00	1,120	91	7
Lucinda G. Potter, schooner	28 Dec. 1890	39 20	74 10	15 Jan. 1891	37 13	73 37	182	18	3
H. C. Berg, bark	29 Dec. 1890	31 50	73 00	4 Jan. 1891	31 35	74 10	62	6	2
Carricks, bark	5 Dec. 1890	35 54	61 09	15 Oct. 1891	36 51	66 06	2,420	314	12
Amanda C. Parker, schooner	26 Jan. 1891	38 43	68 14	28 Jan. 1891	39 12	67 35	52	3	4
Helen A. Chase, tern	13 Jan. 1891	34 51	74 48	28 Jan. 1891	33 58	65 15	680	15	4
Wyer G. Sargent, tern	31 Mar. 1891	34 52	74 10	6 Dec. 1892	35 20	38 00	5,500	615	32
Senator Weber, ship	11 Mar. 1891	48 45	08 40	14 Mar. 1891	46 00	11 00	180	4	5
Wasama, bark	12 Mar. 1891	31 28	46 33	23 April 1891	27 48	45 37	720	42	6
Kate Foster, schooner	17 May 1891	39 42	73 05	10 June 1891	38 45	74 20	254	24	17
Exile, bark	11 June 1891	43 10	41 40	4 July 1891	41 20	39 22	210	23	4
H. A. De Witt, tern	16 June 1891	26 14	85 27	27 July 1891	30 07	87 23	256	41	9
Progress, bark	12 June 1891	46 25	40 00	13 Sept. 1891	44 18	30 33	1,120	93	11
Octavia, bark	3 July 1891	50 54	14 40	28 July 1891	49 38	10 44	470	25	13
Little Wonder, schooner	24 Sept. 1891	50 40	41 10	9 Oct. 1891	49 48	31 25	620	15	3
John E. Chase, bark	29 Sept. 1891	50 36	25 40	4 Oct. 1891	50 07	23 13	212	5	3
Clare, bark	30 Sept. 1891	54 47	17 05	28 Oct. 1891	59 30	10 37	640	29	2
Tamos, tern	11 Oct. 1891	32 50	77 00	13 Dec. 1891	33 30	71 10	822	63	14
Fannie E. Wolston, tern	15 Oct. 1891	36 13	74 00	20 Feb. 1894	31 17	74 16	7,025	850	34
B. L. Burt, tern	13 Oct. 1891	35 06	75 30	16 Oct. 1891	33 34	74 10	68	3	2
Wapella, schooner	13 Oct. 1891	38 10	74 35	15 Nov. 1891	35 10	64 11	682	33	6
Ryerson, ship	17 Nov. 1891	44 00	22 00	21 Dec. 1891	46 07	12 41	712	34	6
Vestalinden, bark	5 Nov. 1891	47 22	37 42	4 April 1892	37 25	16 12	2,230	151	16
Daphne, bark	3 Nov. 1891	44 28	35 33	14 Feb. 1892	40 41	24 31	1,112	103	14
Arlington, bark	4 Dec. 1891	51 00	21 45	6 Dec. 1891	51 08	20 47	62	3	3
Abyssinia, steamer	13 Dec. 1891	46 49	43 51	18 Dec. 1891	46 52	44 02	24	5	1
Countess of Dufferin, bark	31 Dec. 1891	52 30	21 20	9 April 1892	37 45	14 36	1,300	90	14
Kate Cann, bark	4 Jan. 1892	51 40	18 30	5 Jan. 1892	51 25	18 26	20	2	2
Friedrich, ship	8 Jan. 1892	42 40	44 17	14 Jan. 1892	42 36	43 08	105	7	3
Boreas, bark	21 Jan. 1892	42 02	12 28	26 Jan. 1892	41 00	11 00	105	6	4
City of Liverpool, bark	28 Jan. 1892	35 00	58 00	2 Feb. 1892	37 00	58 00	110	7	2
Florida, bark	29 Jan. 1892	44 49	43 46	1 Feb. 1892	46 11	43 29	80	3	4
Voladora, bark	17 Feb. 1892	27 20	68 01	28 Feb. 1892	26 06	73 35	170	12	2
Aphrodite, bark	23 Feb. 1892	40 46	10 55	24 Feb. 1892	40 53	11 04	23	2	2
John Wesley, brig	24 Feb. 1892	Hatteras WSW., about 75 miles. At sea.		3 Mar. 1892	35 46	75 07	50	8	3
Henry Waddington, schooner	— Feb. 1892			8 Aug. 1892	37 00	56 00	850	133	10
Invertrossachs, bark	28 Feb. 1892	37 54	69 46	29 Feb. 1892	38 16	69 13	40	2	3
Lewis Ehrman, schooner	20 Mar. 1892	36 22	72 35	21 Mar. 1892	36 25	73 40	20	2	4
Helios, bark	20 Mar. 1892	48 00	9 00	3 April 1892	49 35	7 15	110	15	3
Signe, bark	23 May 1892	44 30	44 50	8 June 1892	42 43	36 30	430	17	9
Marianne Bertha, bark	— May 1892	39 00	60 00	1 June 1892	40 37	61 08	90	4	6
Fred. B. Taylor, ship (bow)	22 June 1892	40 18	68 33	22 Sept. 1892	37 37	74 10	340	93	47
Fred. B. Taylor, ship (stern)	22 June 1892	40 21	68 20	7 Aug. 1892	Ashore on Wells Beach.		350	47	20
May Gibbon, schooner	21 Aug. 1892	39 30	60 52	19 July 1893	25 33	52 60	3,940	333	10

Drift of Derelicts in the North Atlantic during the Seven Years, 1887–1893 *inclusive*—continued.

Name.	First reported.			Last reported.			Drift.		Number of Times reported.
	Date.	Lat.	Lon.	Date.	Lat.	Lon.	Miles.	Days.	
		° ′	° ′		° ′	° ′			
Alumbah, bark	22 Aug. 1892	43 24	56 56	5 Sept. 1892	43 06	61 16	245	15	14
Nevado, bark	24 Aug. 1892	32 50	77 30	25 Aug. 1892	32 55	77 50	35	2	2
Ocean, bark	15 Sept. 1892	34 26	55 27	21 July 1893	30 07	57 11	1,350	324	14
Supreme, bark	21 Oct. 1892	48 43	29 20	26 Dec. 1892	51 28	13 29	895	67	9
Capella, bark	22 Oct. 1892	51 42	30 45	31 Dec. 1892	8 miles S. of Old Head of Kinsale.		1,110	71	26
Calliope, bark	28 Oct. 1892	52 06	29 19	18 Dec. 1892	55 23	18 40	450	52	5
Kong Oscar II., bark	29 Oct 1892	47 50	40 12	21 Jan. 1893	51 00	17 25	1,850	85	13
Cubana, bark	14 Nov. 1892	51 10	32 13	24 Mar. 1893	Kirkwall, Orkney Islands.		750	131	10
Ella T. Little, schooner	29 Nov. 1892	5 miles N.E. of C. Charles lt. ship.		14 Dec. 1892	35 14	71 10	360	16	5
Vancouver, ship	22 Dec. 1892	47 42	35 13	1 Jan. 1893	48 34	29 02	220	11	4
Lakefield, bark	23 Dec. 1892	39 30	34 00	16 Feb. 1893	33 59	29 25	485	56	6
Petit Bourgeois, bark	23 Dec. 1892	35 09	42 35	28 Dec. 1893	39 45	41 11	215	6	2
James Waples Ponder, schooner	25 Dec. 1892	76 miles E. by N. of Cape Henry.		2 Jan. 1893	36 54	73 17	175	9	5
Star of India, bark	29 Dec. 1892	41 31	25 30	14 Feb. 1893	41 54	22 50	455	48	6
Levanter, schooner	30 Dec. 1892	170 miles E. by N. of Hatteras.		9 Jan. 1893	33 15	70 00	240	11	4
Navarch, bark	30 Dec. 1892	4 miles N.W. of Flores, Azores.		21 Dec. 1893	17 46	55 50	2,175	359	14
Rita, schooner	4 Jan. 1893	31 51	76 52	4 June 1893	Ashore on Abaco, Bahamas.		1,100	152	22
Velox, bark	6 Jan. 1893	51 25	11 29	1 Feb. 1893	50 03	10 14	85	27	4
Unexpected, schooner	27 Jan. 1893	40 00	60 00	14 Aug. 1893	36 00	35 00	1,765	200	9
Agnes Manning, schooner	24 Feb. 1893	41 50	66 30	4 Mar. 1893	40 31	64 42	170	9	5
Caleb S. Ridgway, schooner	24 Feb. 1893	36 19	73 47	29 Sept. 1893	35 19	50 08	1,420	218	16
Benj. Courtney, schooner	22 Feb. 1893	39 38	65 29	2 Mar. 1893	37 01	58 10	380	8	4
Annie, schooner	25 Feb. 1893	40 40	61 00	1 Aug. 1893	39 56	40 22	1,510	158	7
Emma Heather, schooner	26 Feb. 1893	34 41	75 50	6 Mar. 1893	36 42	73 50	165	9	3
Edward Cushing, barkentine	11 Mar. 1893	29 15	50 48	4 May 1893	24 53	61 30	840	55	10
Sirius, bark	9 Mar. 1893	35 12	55 02	17 Mar. 1893	32 51	56 10	230	9	3
Louis, bark	20 Mar. 1893	43 18	52 53	31 Mar. 1893	41 58	51 34	80	12	8
Johann Wilhelm, bark	2 April 1893	32 02	74 59	28 April 1893	33 10	74 14	250	27	10
Emma W. Burton, schooner	4 May 1893	37 45	75 12	16 June 1893	Chincoteague, N.E. by N., 9 miles.		80	44	24
A. McCallum, ship	7 June 1893	40 13	68 57	30 June 1893	39 57	72 20	190	24	4
Mary A. Power, schooner	17 June 1893	35 22	74 00	17 July 1893	36 40	60 56	670	31	3
Robt. P. Chandler, schooner	7 July 1893	50 miles west of Matanzas.		4 Feb. 1894	35 15	51 20	2,980	212	18
Avo G., bark	19 Aug. 1893	29 30	74 45	27 Aug. 1893	37 42	72 13	530	9	3
Vincenza Galatola, bark	23 Aug. 1893	36 16	71 52	3 Sept. 1893	37 14	68 31	155	12	2
Annie S. Conant, schooner	25 Aug. 1893	35 35	73 14	30 Sept. 1893	Towed into Boston.		685	37	18
Freeda A. Willey, barkentine	28 Aug. 1893	32 46	78 55	4 Sept. 1893	33 07	78 43	40	8	6
Nettie Murphy, ship	28 Aug. 1893	29 26	79 16	3 Sept. 1893	33 12	78 20	240	7	4
Moneta, schooner	29 Aug. 1893	21 15	60 40	9 Nov. 1893	18 26	67 08	60	73	4
Astoria, ship	29 Aug. 1893	25 miles N. of Hunting Island, South Carolina.		30 Aug. 1893	Off Stono Inlet, South Carolina.		10	2	2
Dagny, bark	29 Aug. 1893	31 10	79 15	31 Aug. 1893	30 16	79 10	50	3	2
Frank M. Howes, schooner	29 Aug. 1893	29 39	74 00	15 Sept. 1893	Towed into Bluefields, Jamaica.		90	19	4
Saigon, bark	24 Oct. 1893	42 05	46 28	31 Oct. 1893	46 28	45 21	165	84	3
Martie A. Holmes, schooner	11 Oct. 1893	32 25	77 02	24 Oct. 1893	60 miles east of Tybee Light.		195	14	4
Ellen Isabelle, bark	13 Oct. 1893	29 24	78 23	29 Oct. 1893	34 30	74 50	477	17	5
Julia A. Trubee, schooner	14 Oct. 1893	20 miles N.E. of Fryingpan Shoals.		17 Oct. 1893	12 miles N.E. of Fryingpan Shoals.		8	4	3
Charles E. Young, schooner	14 Oct. 1893	34 40	76 30	6 Nov. 1893	38 28	68 34	440	24	2
Comorin, bark	15 Oct. 1893	26 08	66 23	20 Oct. 1893	25 15	68 37	125	6	3
Solsaet, bark	10 Oct. 1893	58 00	17 00	26 Nov. 1893	44 37	29 00	805	48	2
Ilpotar, brig	30 Oct. 1893	47 40	40 00	30 Nov. 1893	48 13	41 05	225	32	10
Lady Liscar, bark	10 Nov. 1893	42 36	54 45	29 Nov. 1893	42 54	52 15	150	20	5
Frank S. Warren, schooner	10 Nov. 1893	36 40	72 00	13 Nov. 1893	37 51	70 24	100	4	4
Helene, bark	14 Nov. 1893	45 50	53 00	9 Dec. 1893	43 00	44 00	370	16	2
Orion, bark	13 Dec. 1893	42 51	51 00	29 Dec. 1893	40 00	34 00	330	17	2
F. C. Kimber, schooner	20 Nov. 1893	26 24	73 17	21 Jan. 1894	Drifted ashore on Cat island.		160	63	2
Bahama, bark	22 Nov. 1893	51 09	41 52	4 Dec.	53 20	34 10	300	13	4
Alma, bark	13 Dec. 1893	48 00	22 00	18 Dec. 1893	49 59	18 00	105	16	4

The majority of identified derelicts have been reported only once, and these are given in chronological order below. Amongst those for 1893 are a few that were seen more than once, but whose drift tracks are not known on account of a lack of definite information.

Derelicts reported but once.

1887.

Garnet, brig, 36° 09′ N., 75° 04′ W. January 5.
Fannie Atkinson, schooner, 25° 10′ N., 85° 50′ W. February 7.
Johanna, brig, 36° 40′ N., 73° 14′ W. March 22.
Saragossa, steamship, 29° 57′ N., 74° 30′ W. March 22.
Linah C. Kaminski, schooner, 36° 53′ N., 74° 21′ W. March 23.
Marcus A. Ward, schooner, 38° 21′ N., 69° 51′ W. March 24.
Laura, ship, 38° N., 74° W. April 5.
Addie M. Chadwick, schooner, 41° 40′ N., 69° 30′ W. April 4.
Clotilde, schoener, 41° 50′ N., 69° 24′ W. April 7.
Arianna, schooner, 42° 30′ N., 69° 50′ W. April 8.
L. B. Marts, schooner, 37° 10′ N., 75° 10′ W. April 13.
L. B. Young, schooner, 35° 21′ N., 69° W. April 20.
Edith, schooner, 41° 45′ N., 68° 48′ W. May 5.
Vidette, steamship, 23° 50′ N., 81° W. June 13.
Alice Hearn, schooner, 34° 50′ N., 75° 10′ W. June 14.
Joseph Baymore, schooner, 40° 04′ N., 49° 30′ W. July 24.
Monmouth, schooner, 43° 50′ N., 69° 50′ W. July 30.
City of Montreal, steamship, 42° 45′ N., 41° 41′ W. July 30.
Triumphant, ship, 43° N., 55° W. August 28.
Clyde, ship, 46° 52′ N., 40° W. August 30.
W. H. Latimer, brig, 28° 20′ N., 54° 28′ W. August 31.
Orguell, bark, 48° N., 18° W. September 5.
Lammergeier, bark, 45° 54′ N., 48° 08′ W. September 1.
John Mann, ship, 47° 27′ N., 17° 21′ W. September 2.
Emeline, brig, 37° N., 67′ W. September 5.
Lillian Baxter, schooner, 43° 20′ N., 61° 30′ W. September 5.
Journal, bark, 45° 12′ N., 67° 30′ W. September 23.
Samarang, bark, 45° 55′ N., 33° 31′ W. September 5.
Phitos, bark, 44° 54′ N., 42° 46′ W. September 20.
Ocean Friend, schooner, 46° 40′ N., 49° 37′ W. September 13.
Hope, bark. 30° 42′ N., 73° W. September 15.
St. Pierre, sloop, 44° 20′ N., 51° 20′ W. September 30.
Renpor, steamship, 34° 01 N., 30° 25′ W. September 24.
Parthia, ship, 44° 29′ N., 15° 04′ W. September 3.
Salvator Massa, bark, 33° N., 47° W. September 15.
Lavarella Suocero, bark, 40° N., 57° W. September 27.
Paran, brig, 31° 50′ N., 30° W. October 23.
Nordlyset, brig, 17° 16′ N., 53° 31′ W. October 28.
New Brunswick, bark, 45° N., 42° W. October 2.
Happy Home, schooner, 44° 29′ N., 60° 40′ W. October 10.
Dahlia, brig, 21° 06′ N., 62° 10′ W. November 7.
Mary G. Collins, schooner, 38° 30′ N., 72° 17′ W. December 19.
Henrietta, schooner, 24° 36′ N., 67° 12′ W. December 7.
Valuta, bark, 43° N., 20° W. December 31.

1888.

Goethe, bark, 44° 44′ N., 11° 49′ W. January 27.
Lilian, brig, 44° N., 15° W. January 1.
Agatha, bark, 14° 15′ N., 58° 10′ W. January 26.
Favorita, schooner, 40° 18′ N., 9° 38′ W. January 4.
Jason, bark, 39° 12′ N., 21° 36′ W. January 1.
Moss Rose, bark, 47° N., 7° W. January 6.
Sophia I. Winterton, schooner, 41° N., 67° W. January 1.
Gooliva, ship, 49° 34′ N., 10° W. January 1.
Jupiter, bark, 49° 20′ N., 9° 22′ W. January 26.
Norddeutsche Seewarte, brigantine, 43° N., 18° W. January 11.
Mary Bent, schooner, 43° 25′ N., 66° 10′ W. January 20.
D. A. Huntley, schooner, 38° 34′ N., 61° 45′ W. January 29.
Secord, schooner, 45° 25′ N., 64° 28′ W. February 1.
Lalia, bark, 37° N., 50° W. February 1.
Virginia, bark, 22° N., 17° W. February 7.
Louise Wichards, bark, 42° N., 42° W. February 28.
Keewaydin, bark, 42° N., 25° W. March 1.
James Ford, schooner, 36° 50′ N., 73° 20′ W. March 15.
Cortesia, bark, 27° 55′ N., 66° 43′ W. March 15.
Johanne, bark, 32° 27′ N., 73° 15′ W. March 15.
Wanderer, schooner, 36° N., 17° W. March 16.
Suomi, bark, 44° 52′ N., 42° 7′ W. April 21.
Alice, bark, 44° N., 30° W. April 27.
Christina, bark, 45° N., 9° W. May 16.
Melbourne, bark, 45° N., 42° W. May 13.
Minstrel King, bark, 41° N., 33° W. May 21.
Holsatia, schooner, 47° N., 6° W. July 3.
Avenis, schooner, foundered, Banks of Newfoundland. September 6.
Clara Pickens, brig, 35° 40′ N., 72° 25′ W. October 25.
Domingo, steamship, 33° 36′ N., 73° 48′ W. November 1.
Albert H. Cross, schooner, 33° 45′ N., 73° 40′ W. November 30.
Elizabeth, schooner, 35° 46′ N., 70° W. November 29.
Sheila, bark, 34° 30′ N., 73° 30′ W. November 27.
M. & A. Morrison, schooner, 42° 26′ N., 70° 04′ W. November 26.
Alfred, brig, 32° 30′ N., 78° 55′ W. November 17.
William Weber, schooner, 40° 10′ N., 60° 41′ W. December 26.
Kate Caruie, bark, 36° N., 56° 20′ W. December 16.
Concha Ballister, bark, 32° 10′ N., 64° 30′ W. December 1.
Seretha, brigantine, 50° 02′ N., 21° 19′ W. December 26.

1889.

Probo, bark, 47° 20′ N., 30° W. January 13.
Helen Marion, brig, 49° N., 15° W. January 10.
Christina, brig, 36° 35′ N., 71° 10′ W. January 11.
Maryatt, bark, 33° 30′ N., 76° W. February 25.
Albert Russell, barkentine, at sea. February 11.
Canton, schooner, 34° 30′ N., 74° 40′ W. March 22.
Der Nord, bark, 34° 22′ N., 75° 05′ W. April 10.
J. S. Moulton, schooner, 35° N., 74° W. April 10.
Josefa, brig, never heard from. April.
Wm. Fisher, schooner, never heard from. April.
Nellie Swift, schooner, never heard from. April.
Franc Lambirth, schooner, never heard from. April.
Enoch Turly, schooner, never heard from. April.
Don Jacinto, brig, never heard from. April.
George Aery, schooner, never heard from. April.
Commodore Bateman, schooner, at sea. April 13.
Charles H. Hanchill, schooner, never heard from. April.
Johannes Rod, bark, 26° N., 49° W. May 9.
Patriot Queen, sloop, 49° 18′ N., 24° 32′ W. June 7.
Robert Myham, schooner, 39° N., 67° 40′ W. June 18.
Favorite, schooner, 46° 50′ N., 64° 40′ W. June 23.
Aurora, brig, 34° 20′ N., 31° 17′ W. June 8.
Sarah A. Dudman, bark, 37° 15′ N., 71° 40′ W. June 28.
Rachael Coney, brig, never heard from. June.
Rebecca H. Taulane, schooner, 42° 05′ N., 70° 02′ W. July 16.
Giacomo Martola, bark, 44° 02′ N., 52° 10′ W. August 4.
Emilia, bark, 190° N., 24° W. August 11.
Alsylva, bark, 38° 57′ N., 74° 50′ W. September 12.
Carrie Hall Lister, schooner, 39° 06′ N., 70° 37′ W. September 12.
Sirius, brig, 37° N., 70° W. September 10.
Erna, bark, 39° 50′ N., 74° 06′ W. September 13.
Elizabeth Winslow, brig, 27° 10′ N., 79° 40′ W. August 9.
Henry Clay, schooner, 41° 10′ N., 71° 25′ W. September 20.
Antonio Perez, brigantine, 40° 47′ N., 9° 18 W. September 28.
Gaston T. Hubbard, schooner, never heard from. September.
John H. Kranz, schooner, never heard from. September.
J. & L. Bryan, schooner, at sea. September 10.
Martha N. Hall, schooner, never heard from. September.

David Brown, jun., schooner, never heard from. September.
Furman L. Mulford, schooner, 30° 10′ N., 79° 30′ W. November 17.
Alfred, brig, 32° 30′ N., 78° 55′ W. November 17.
Lookout, schooner, never heard from. November.
John L. Hasbrouck, schooner, never heard from. November.
Carrie S. Bailey, schooner, never heard from. November.
Sparrowhawk, schooner, 44° 40′ N., 61° 30′ W. December 23.
Wilhelm, bark, 42° N., 34° W. December 18.
Millie G. Bowne, schooner, 33° 10′ N., 51° 10′ W. December 22.
Juan, barkentine, 50° 18′ N., 28° 48′ W. December 20.
Jernbyrd, bark, 36° 15′ N., 43° 27′ W. December 8.
Bridgewater, ship, never heard from. December.
C. B. Church, schooner, never heard from. December.
Charles R. Lewis, bark, never heard from. December.

1890.

Mertola, bark, 38° N., 60° W. January 11.
Nordcap, bark, 44° 21′ N., 35° 34′ W. January 14.
Louise, schooner, 48° N., 8° W. January 11.
John A. Rapp, schooner, 38° 10′ N., 72° 05′ W. January 10.
George, bark, 43° 17′ N., 39° 25′ W. January 29.
Rosedale, bark, 54° 34′ N., 14° 02′ W. January 26.
Romola, schooner, 1° 50′ N., 44° 45′ W. January 28.
Alice May, schooner, abandoned, 29° 12′ N., 59° 43′ W. January 8.
Vidette, schooner, Grand Banks, N.F. January 22.
Meteor, bark, 43° 07′ N., 48° 54′ W. February 17.
Peter, bark, 35° N., 32° W. March 9.
Osseo, bark, 45° N., 12° W. March 22.
Rebecca Curnaim, bark, never heard from. April.
Romola, schooner, at sea. June 19.
W. W. Rice, schooner, never heard from. June.
Prinz Frederik, steamship, collision, 47° N., 6° W. June 25.
Benguella, steamship, abandoned at sea. June 23.
William Rice, schooner, at sea. July.
Speranza, bark, at sea. July.
Mary M. Bartlett, schooner, abandoned, Grand Banks, N.F. August 7.
Vilhelm Gynther, bark, abandoned, 38° N., 69° W. August 31.
Drafne, bark, at sea. September.
Lion, schooner, abandoned, 29° 22′ N., 69° 16′ W. September 3.
Adele and Georges, schooner, Grand Banks, N.F., September.
Stella, bark, abandoned, 47° N., 32° W. September 19.
Il Campedoglio, brig, 29° 40′ N., 72° 36′ W. September 8.
Cinq Freres, schooner, abandoned, Grand Banks, N.F., October.
Dovre, bark, abandoned, 48° 30′ N., 41° 05′ W. October 5.
Granada, bark, sunk, 36° 55′ N., 68° 59′ W. October 21.
Maria Bambi, bark, Banks of Newfoundland during October.
Elmer F. Hawes, schooner, Bonne Bay, N.F. October 29.
Charger, bark, abandoned, 51° N., 16° W. November 15.
Brage, bark, 48° 34′ N., 38° W. November 23.
Prima Donna, bark, 46° N., 45° W. December 1.
Alice, brig, 35° N., 61° W. December 7.
Gracie C. Young, schooner, 44° 12′ N., 57° 30′ W. December 22.
Fred E. Richards, barkentine, 30° 28′ N., 72° 06′ W. December 20.
Laura A. Smith, schooner, never heard from. December.
Laura B. Winters, schooner, never heard from. December.
More Light, schooner, never heard from. December.
Wm. D. Daisley, schooner, never heard from.
Barden, brig, never heard from. December.
James Freeman, schooner, never heard from. December.
Centennial, schooner, never heard from. December.
Rescue, bark, never heard from. December.
Lindesnaes, bark, abandoned, 38° N., 60° W. December 3.
Pollux, steamship, abandoned, 54° 14′ N., 21° 15′ W. December 29.

1891.

Contest, schooner, capsized, 16° 30′ N., 84° 55′ W. January.
Canton, bark, abandoned, 27° 30′ N., 42° 10′ W. January 21.
Carlton, steamship, abandoned, 38° N., 70° W. January 13.
Louisa Coipel, brig, at sea. February 19.
Moland, bark, 45° 30′ N., 15° 40′ W. February 12.
Peter, bark, abandoned 800 miles west of Azores. March 7.
J. H. Henkes, brig, abandoned, 20° 41′ N., 54° 46′ W. March 23.
Vesta, bark, collision at sea, 48° N., 7° W. March 14.
Agon, bark, abandoned, 40° N., 39° W. March 14.
Integridad, brig, abandoned at sea. March 1.
Brighton, bark, abandoned, 48° 50′ N., 7° 32′ W. March 14.
Magda, bark, at sea. March 1.
Saint Pierre et Saint Paul, schooner, Newfoundland Banks. April.
Auguste, bark, abandoned at sea. April.
Humboldt, bark, abandoned, 36° 18′ N., 36° 20′ W. April 20.
J. S. Lane, schooner, Stratton Island, Me. April 17.
Niobe, bark, abandoned at sea. April.
Magna, bark, abandoned, 47° N., 27° W. May 5.
G. M. Cairns, bark, abandoned, 48° 07′ N., 26° 01′ W. May 22.
Carl, bark, 45° 17′ N., 43° 28′ W. June 13.
Mette, brig, collision, 41° 38′ N., 26° 50′ W. June 25.
Polar Star, schooner, abandoned, 19° 07′ N., 84° 50′ W. July 24.
St. Christophe Colombo, bark, collision, Grand Banks, July 27.
Truth, bark, collision, 46° N., 47° W. July 20.
Oliva, bark, 33° 40′ N., 50° 01′ W. September 28.
Ellen, bark, 31° N., 62° W. September 23.
Wolviston, steamship, abandoned, 47° N., 36° W. September 22.
Quebec, bark, abandoned, 43° 03′ N., 63° 16′ W. September 8.
Sherbrooke, schooner, abandoned 48° N., 50° W. September 17.
Lina, bark, abandoned at sea. September 9.
Minnie G. Elkin, abandoned at sea. September 9.
Devonshire, steamship, abandoned, 54° N., 16° W. September 30.
Nicolette, bark, abandoned, 47° N., 36° W. October 7.
F. Merwin, schooner, at sea. October 15.
E. T. Cottingham, schooner, 34° 38′ N., 75° 07′ W. October 17.
Annot Lyle, schooner, 56° 50′ N., 14° 32′ W. October 3.
Fairfield, steamship, abandoned, 47° N., 6° W. November 11.
Johanna, bark, abandoned at sea. November.
Antonio Pallas, brig, capsized, 21° 43′ N., 88° 25′ W. November 12.
Owen Donken, bark, abandoned, 43° N., 17° W. November 18.
Frank G. Dow, schooner, abandoned, 37° 43′ N., 73° 03′ W. November 8.
Consuelo, bark, 48° N., 39° 10′ W. November 3.
Southern Belle, bark, 40° N., 9° W. November 15.
Mary B. Gildersleeve, schooner, abandoned, Brunswick, Ga. November 18.
Eurydice, ship, at sea. December 20.
Ferdinand von der Taeler, steamship, 37° N., 6° W. December 23.
Aukathor, bark, abandoned at sea. December.
Mexico, barge, abandoned off Tortugas, Fla. December.

1892.

Lucayas, bark, 44° N., 12° W. January 20.
Jan Pieterszoon-koen, bark, 24° 10′ N., 69° 28′ W. February 24.
Niord, bark, 48° 40′ N., 20° 58′ W. March 13.
Sirene, bark, 34° 08′ N., 73° 40′ W. April 15.
Nina, bark, 17° N., 39° W. August 13.

Anna Dorothea, bark, 44° 44′ N., 39° 03′ W. August 26.
Ashirn, schooner, 46° 53′ N., 51° 34′ W. September 2.
Zulu, bark, 19° N., 50° W. September 9.
Rosenne, schooner, 35° 33′ N., 21° 37′ W. September 19.
Ruby, brig, abandoned off Bermuda. October 3.
Isabel, bark, 48° N., 35° W. October.
American Union, brig, abandoned 100 miles from Sable Island. October.
Lady Gertrude, bark, 49° 55′ N., 21° 02′ W. October 23.
Lucy Ann, schooner, near Seal Island, N.S. October 24.
Princess Alexandra, ship, 43° N., 24° W. October 23.
Belle, bark, 53° N., 24° W. October 27.
Sparkling Water, brigantine, 35° 37′ N., 67° 56′ W. October 30.
Phebe J. Woodruff, schooner, 39° 50′ N., 70° W. November 7.
Lunendale, steamship, 52° 37′ N., 16° 20′ W. November 21.
Maggie W. Smith, schooner, 45° 52′ N., 36° 52′ W. November 25.
Arctic, brig, 8 miles off Turk's Islands. December 16.
Bear Creek, steamship, abandoned in midocean. December.
Annie Batchelder, brig, 160 miles E. by N. from Tybee Light. December.
Magellan, schooner, ashore on Hog Island, Va. December 21.
Saranak, bark, capsized at sea. December 21.
Eleanor, bark, 41° N., 51° W. December 22.
Edward Cooper, pilot boat, 41° 41′ N., 65° W. December 24.
Mattie E. Eaton, schooner. 200 miles S.E. from Cape Henlopen. December 25.
Matilda, bark, foundered at sea. December 26.
Felix Mendelssohn, bark, near the Azores. December 27.
Eleanor, schooner, 35 miles off Topsail Inlet, N.C. December 28.
Thomas Booz, schooner, 5 miles N. of Winter Quarter Shoals. December 29.
Gold Hunter, schooner, off Boon Island Ledge, Me. December 30.

1893.

Garibaldi, bark, 36° N., 36° W. January 5.
Minnie Smith, schooner, 75 miles E. of Cape Henry. January 6.
Pride of Wales, bark, abandoned at sea. January.
Thekla, bark, 39° 29′ N., 32° 46′ W. January 7.
Rudolf von Bennigsen, ship, 160 miles S. of Hatteras. January 11.
Lovisa, bark, 37° N., 31° W. January 16.
Mineola, schooner, 30° 21′ N., 67° 30′ W. January 17.
Henry A. Burnham, barkentine, 30° 05′ N., 67° 30′ W. January 18.
Vesper, schooner, 35° N., 58° W. January 22.
Quebec, bark, 40° 10′ N., 59° 55′ W. January 23.
Lillie F. Schmidt, schooner, near Bermuda. January.
Ann Maria, schooner, 43° 53′ N., 64° 20′ W. February 4.
Velox, bark, 51° 25′ N., 11° 29′ W. February 6.
Rebecca M. Walls, schooner, 32° 25′ N., 74° W. February 6.
Knudsvig, bark, 30° 30′ N.. 74° 19′ W. February 11.
Georgiana F. Geery, brig, off Delaware capes. February 20.
Dois Amigos, felucca, 21° 26′ N., 31° 51′ W. February 14.
Sea Foam, schooner, on Georges Bank. February 21.
Daniel Brown, schooner, between Fenwick Island and Delaware capes. February 22.
John M. Price, schooner, 38° 11′ N., 71° 27′ W. February 23.
South Shore, schooner, 38° N., 72° 53′ W. February 24.
Chiselhurst, barkentine, 34° 11′ N., 65° 04′ W. February 26.
Adamantine, barkentine, 47° 21′ N., 47° 39′ W. February 27.
Annie Isabella, schooner, foundered in Gulf Stream. February.
Iceland, schooner, 42° 17′ N., 57° 52′ W. March 20.
Castlegate, steamship, 48° N., 47° 30′ W. March 27.
Victoria, bark, 39° 30′ N., 47° 05′ W. April 4.
Nightingale, bark, 42° 55′ N., 46° 40′ W. April 5.
Corona, bark, 44° N., 37′ W. April 28.
Noel Henri, bark, 43° N., 39° W., disabled at sea. April.
Magnificent, ship, 51° N., 33° W. May 3.
J. A. Silver, schooner, nine miles off Whitehead, Nova Scotia. May 8.
Enigma, bark, abandoned at sea. May 12.
Lamartine, schooner, 20 miles S.E. Cap Cod. May 17.
Cragside, steamship, 10 miles off Whitehead, N.B. May 20.
Baltic, schooner, 47° N., 26° W. June 1.
Mary Lee, bark, 41° N., 16° W. June 2.
Thos. P. Ball, schooner, 32° 15′ N., 75° 13′ W. July 24.
William H. Wellington, schooner, 40 miles S.E. of Coffin Island, N.S. August 7.
Louis, brig, on the Fishing Banks. August 7.
Francis, brig, 40 miles off Ferryland, N.S. August 9.
James, bark, abandoned 46° 09′ N., 41° 58′ W. August.
Chas. K. Buckley, schooner, at sea. August 24.
Geo. W. Fennimore, schooner, lost at sea. August.
Hippolyta, bark, 36° 29′ N., 70° 22′ W. August 22.
Johnatan May, schooner, 80 miles S. of Frying Pan Shoals. August 28.
William Smith, schooner, off North Carolina coast. August 28.
Three Sisters, schooner, abandoned off Cape Fear. August 29.
E. W. Stetson, bark, near Bahamas. August 29.
Harold C. Beecher, schooner, near Charleston. August 30.
Stella, brig, 30° 50′ N., 80° 10′ W. August 30.
Villa, bark, at sea. August.
Joseph Souther, at sea. August.
Linda, bark, abandoned off Southport. September 1.
Catherine, bark, 24° 46′ N., 33° 05′ W. September 6.
Windermere, schooner, off Matanzas. September 16.
Immacolata, bark, 15° 30′ N., 47° 30′ W. September 27.
Columbia, ship, 21° N., 57° W. October 6.
Lady Elibank, barkentine, 29° 34′ N., 76° 20′ W. October 10.
Dorothea, ship, 27° N., 70° W. October 11.
Marseille, steamship, 33° 58′ N., 76° 05′ W. October 11.
Hans, bark, 32° 20′ N., 73° 40′ W. October 13.
Chestina Redman, bark, 31° N., 75° W. October 15.
Romulus, bark, 34° 19′ N., 74° 26′ W. October 15.
Juan J. Murga, bark, 30° 17′ N., 77° 10′ W. October 15.
Ceres, bark, 29° 20′ W., 74° 45′ W. October 15.
Adorna, bark, 32° 45′ N., 76° 15′ W. October 15.
Hattie, F. Rich, brig, 34° 20′ N., 72° 10′ W. October 16.
Jury, bark, 29° 54′ N., 74° 04′ W. October 16.
Peter H. Crowell, schooner, off Bodie Island. November 11.
Ingeborg, bark, 59° N., 12° W. November 19.
L'Union, bark, 50° N., 30° W. November 19.
Atalanta, brig, 49° N., 6° 15′ W. November 19.
Albt. Neumann Berlin, bark, 82 miles S.W. of Ushant. November 20.
Saama, bark, abandoned at sea. November.
Rosin, bark, abandoned at sea. November.
Ane Cathrine, brig, 45° 30′ N., 8° W. November 25.
Charles A. Coulomb, schooner. 34° 34′ N., 76° 02′ W. December 2.
Screamer, brig, foundered 50 miles N. by W. from Turks I. December 3.
Nimrod, bark, 43° N., 40° W December 17.
British India, bark, foundered 40 miles N. of Madeira. December.
Agder, bark, lost at sea after December 17.
Star of the East, schooner, Cashe Ledge. December 20.
Forest, bark, 50° N., 19° W. December 22.
Glasgow, bark, 47° 21′ N., 20° 12′ W. December 25.
Roska, bark, abandoned at sea. December.
Cyphrenes, steamship. Eastern edge of Grand Banks. December 30.

VII.—Number of times a Derelict is Reported.

In the period from 1887 to 1893, inclusive, this office received 1,944 reports of 482 derelicts, which shows that these derelicts were reported on an average of about four times.

VIII. — Nationality of Derelicts in the North Atlantic, 1887–1893, inclusive.

Nationality.	Number of Vessels.	Per Cent. of Total.
American	160	33⅓
British	132	27½
Norwegian	95	19¾
German	24	5
Italian	20	4
French	11	2
Swedish	10	2
Spanish	8	1⅔
Russian	7	1½
Danish	5	1
Austrian	3	0⅗
Holland	3	0⅗
Portuguese	2	0⅖
Brazilian	1	0⅕
Japanese	1	0⅕
Total	482	

IX.—Proportional Number of Derelicts Floating Bottom up.

Prior to 1890 the record of derelicts floating bottom up is not complete; but after making due allowance for those which were reported more than once, during 1890 to 1893, inclusive, there were 316 derelicts floating bottom up, an average of 80 annually, or 30 per cent. of the 280 known and unidentified derelicts annually afloat in that period of four years.

X.—Collisions with Wrecks and Derelicts.*

These collisions have taken place in the North Atlantic during the past seven years. All those that have occurred within bays, harbours, or other waters tributary to the Atlantic have been omitted from this table. They are grouped under four heads, according to the amount of damage suffered. It will thus be seen that out of a total of 45 collisions, 9, or nearly one-fourth, resulted in sinking the vessel; while 17 vessels, or more than one-third, were considerably damaged.

The number of fatal collisions would doubtless prove to be larger if details could be had of the fate of the steamer *Naronic*, and other vessels reported missing and never heard from. But the list is large enough, as it stands, to prove the dangerous nature of derelict vessels and the urgent need of their prompt removal.

Totally Lost.

23rd February 1887, schooner *Baylies Wood* struck wreck of steamship *Brinkburn* off Fenwick Island and was capsized.

13th June 1887, schooner *Joseph Baymore* struck a derelict off the coast of North Carolina, became waterlogged, and was abandoned.

8th June 1889, Spanish gunboat *Paz* struck a derelict off Tarifa and sunk.

18th March 1890, schooner *Francis L. Godfrey* struck a derelict off Fenwick Island, stove in her bow, and filled.

1st October 1890, steamship *Glenrath* struck a wreck off Cape Lookout and sunk.

16th February 1891, schooner *Seagull* struck a wreck off the coast of New Jersey and sunk.

22nd December 1891, schooner *Orrie V. Drisco* struck a derelict in the Gulf of Mexico and was wrecked on the coast of Florida.

24th February 1892, bark *Jan Pieterszoon-Koen* struck an unknown object, filled, and was abandoned in latitude 24° 10′ N., longitude 69° 28′ W.

20th May 1893, steamship *Cragside* struck a derelict off Whitehead, Nova Scotia, and sunk.

Damage Considerable.

16th January 1887, barge *Gardner Colby* struck a derelict off Fenwick Island, causing a leak.

29th November, 1888, bark *Patagonia* struck a derelict in latitude 39° 50′ N., longitude 71° W., causing a leak.

26th May 1889, schooner *Arabella* struck a derelict off Sandy Hock, and had to be towed in leaking.

15th October 1889, schooner *Forest Fairy* struck and passed over a derelict in latitude 40° 59′ N., longitude 33° 40′ W.

16th December 1889, schooner *Cornelius Hargreaves* struck a derelict off Cape Henry, put into Norfolk, and discharged coal.

1st January 1890, steamship *Seminole* struck a derelict off Charleston, and had to return to port.

29th January 1890, schooner *W. B. Merrick* struck a derelict in latitude 34° 40′ N., longitude 71° 25′ W., and sacrificed deck load to save ship.

18th July 1890, schooner *J. N. Harlow* struck a derelict off Fenwick Island and was towed into Norfolk.

13th September 1890, schooner *Joseph I. Pharo* struck a derelict off Fenwick Island and was towed into Norfolk.

13th October 1890, steamship *Grace* struck a wreck off Cape Henry, and was towed into Hampton Roads.

30th August 1891, steamship *Dubbeldam* struck a derelict in latitude 49° N., longitude 24° W., and put back to Plymouth for repairs.

30th May 1891, bark *San Giovanni E.* struck wreckage in latitude 40° 30′ N., longitude 67° W., broke rudder gear, and came near sinking.

28th October 1893, steamship *Empire* struck a submerged derelict off Frying Pan Shoals, and nearly listed her cargo.

12th December 1893, steamship *Iris* struck what was believed to be a derelict in latitude 43°, longitude 24°, which caused her to leak in the bows.

18th December 1893, schooner *Max* cut through a submerged derelict off Cape Hatteras. Rudder broken; leaking badly.

31st December 1893, steamship *Managua* struck wreckage in the night, latitude 28° 40′, longitude 74° 44′, and lost a propeller blade.

— December 1893, bark *Mazatlan* struck a derelict at sea and received extensive damage.

Damage Slight.

12th November 1887, schooner *Jacob Reed* struck a derelict in latitude 40° 12′ N., longitude 73° 27′ W., and broke her centreboard.

10th May 1889, steamship *Myrtle* struck a derelict off Isle of Shoals; little damage.

28th June 1889, schooner *John S. Davis* collided with a derelict in latitude 34° 42′ N., longitude 64° 18′ W.; damage slight.

18th January 1890, ship *Antoinette* struck a derelict in latitude 32° 20′ N., longitude 68° 32′ W., and lost copper on forefoot.

4th December 1890, steamship *Katy* struck a derelict in latitude 34° 37′ N., longitude 71° 50′ W.; slightly damaged.

17th November 1891, steamship *Cascapedia* struck a derelict in latitude 49° 45′ N., longitude 13° 15′ 15″ W.; slight damage.

22nd April 1893, schooner *Allen Green* struck a spar attached to a wreck off Barnegat; no serious damage.

Damage not Known.

12th May 1888, bark *Virgo* passed between the masts of a derelict in latitude 38° 40′ N., longitude 73° 50′ W.

26th July 1888, steamship *Allentown* struck a submerged wreck off Cape May.

20th April 1889, steamship *Cuban* ran into a derelict in latitude 38° 10′ N., longitude 66° 30′ W., penetrating 13 feet.

1st June 1889, schooner *William A. Marburg* ran into wreckage off Davis South Shoal.

5th July 1889, bark *Falmouth* grounded on a submerged wreck on Nantucket Shoals and afterwards came off.

28th December 1890, tug *Schaubel* struck a wreck off the Delaware capes.

20th February 1891, bark *Elba* struck a wreck near Port Royal, S.C.

12th August 1891, schooner *Maria Pierson* struck a wreck off Hog Island, Virginia.

14th February 1893, schooner *Two Brothers* ran into a sunken schooner off Cape Charles, Va.

18th May 1893, steamship *Norman* carried away the spars of sunken schooner *Booth Brothers* on Brigantine Shoals, New Jersey, but cleared the hull.

27th September 1893, steamship *Dago* struck wreckage with propeller off the Virginia capes.

11th November 1893, steamship *City of Dublin*, in latitude 39° 30′ N., longitude 53° W., struck part of a vessel's deck or deck house.

* See Appendix, p. 134.

XI.—Number of Derelicts Towed into Port.

Derelicts Towed in, 1887–1889.

Date.	Name of Derelict.	Flag and Rig.	Where towed.	By whom.
1887.				
7th December	Five Brothers	American schooner	Mosquito Inlet	Steamship Seth Low.
1888.				
11th February	Secord	British schooner		——
18th February	Petty	Norwegian bark	Bilbao	Steamship Civesus.
November	M. and A. Morrison	American schooner	Provincetown	——
1889.				
19th June	Ottowa	Norwegian bark	Boston	Tug Argus.
16th July	Rebecca A. Taulane	American schooner	Provincetown	Tugs Elsie and Confidence.
16th September	Alsylva	Norwegian bark	New York	Tug Hughes.
18th September	Eliza Lines	„ „	Boston	Tug Underwriter and others.
Prior to 28th September.	Henry Clay	American three-masted schooner.	Newport	Steam yacht Ocean View.
28th September	Antonio Perez	Spanish bark	Figueira, Portugal	——
12th October	Forest City	American schooner		Pilot boat No. 12, Ambrose Snow.

Derelicts towed in, 1890–1891.

Date.	Name of Derelict.	Flag and Rig.	Where towed.	By whom.
1890.				
22nd January	Jacob M. Haskell	American three-masted schooner.	Bermuda	British steamship Clienden.
January	Howard M. Turner	British bark		——
10th June	Mabel L. Phillips	American three-masted schooner.	Bermuda	Tug Gladisfen.
1891.				
10th June	Kate Foster	American schooner	Philadelphia	Tug Asa W. Hughes.

There were none towed during 1892.

Derelicts towed in, 1893.

Date.	Name of Derelict.	Flag and Rig.	Where towed.	By whom.
1st February	Velox	Norwegian bark	Queenstown, Ireland	Not known.
February	Daniel Brown	American schooner	Delaware Breakwater	American steamship Guyandotte.
February	Rebecca M. Walls	American three-masted schooner.	Charleston	Unknown.
10th March	Agnes Manning	American four-masted schooner.	New York	British steamship Exeter City.
24th March	Cubana	British bark	Kirkwall, Orkney Islands	Unknown.
After 25th July	Thos. P. Ball	American three-masted schooner.	Hampton Roads	British steamship Monmouth.
After 24th August	Charles K. Buckley	„ „	Philadelphia	Tug F. W. Munn.
After 29th August	Three Sisters	„ „	Southport	Unknown.
30th August	Astoria	British ship	Charleston	Tug Hercules.
30th August	Vila	Austrian bark	New York	Norwegian steamship Breidablik.
1st September	Linda	Norwegian bark	Southport	British steamship Eric.
2nd September	E. W. Stetson	American bark	Nassau	British steamship Legislator.
3rd September	Joseph Souther	American three-masted schooner.	Savannah	American steamship Dessoug.
7th September	Unknown		Southport	Tug Blanche.
8th September	William Smith	American three-masted schooner.	„	Tug Alexander Jones.
12th September	Coronet	British schooner	Bermuda	Unknown.
15th September	Frank M. Howes	American three-masted schooner.	Blewfields, Jamaica	British steamship Indianapolis.
18th September	Stella	American brig	Jacksonville	Tug Kate Spencer.
21st September	Unknown	American three-masted schooner.	Southport	Unknown.
25th September	Annie S. Conant	„ „	Boston	„
September	Harold C. Beecher	„ „	Charleston	Tug Hercules (?).
Prior to 15th October	Catherine	British bark	Cape Verde Islands	British steamship Atlantic.
15th October	Adorna	Norwegian bark	Tybee Roads, Georgia	British steamship May.
17th October	Julia A. Trubee	American three-masted schooner.	Southport	Unknown.
25th October	Martie A. Holmes	„ „	Savannah	Tug Jacob Paulsen.
Prior to 9th November	Moneta	British three-masted schooner.	Aguadilla, Puerto Rico	Unknown.

XII.—Number of Derelicts destroyed.

During the period 1887–93, inclusive, there were 73 derelicts destroyed, 72 by fire, and one by torpedoes and ramming, viz.:—

22nd October 1893, the abandoned American three-masted schooner *Drisko*, of 248 tons, lumber-laden and waterlogged, was sighted by the U.S.S. *San Francisco*. It having been found impossible to tow the derelict (the next morning), three 34-lb. gun-cotton torpedoes were attached to her keel and exploded, doing great damage, but leaving her still afloat. Five more torpedoes were exploded under her keel, which broke her back and frames.

The *San Francisco* then rammed the *Drisko* violently amidships. The blow broke her in two parts, released her cargo, and she commenced to sink. As it was getting dark, and the derelict sinking, the *San Francisco* fired a few shells into her stern, scattering her fragments, and resumed her course to Key West.

When last seen, the remains of the derelict were in latitude 28° 15′ N. and longitude 79° 17′ W.

XIII.—Efficacy of destroying Derelicts by Fire.

The register of known derelicts shows that, during the past four years (1890–93), 45 derelicts, whose names were known, were set on fire in order to destroy them. In one instance the fire failed to "take" because the vessel was thoroughly water-soaked, having been adrift fully two years (the *Fannie E. Wolston*), and in three other instances the fire went out before it got much headway; but in 41 out of 45 cases the desired result was obtained.

The cargoes, as far as known, were as follows:—

Timber	17
Rosin, &c.	2
Ballast	2
Cotton	1
Salt	1
Powder	1
Hides	1
Mixed merchandise	1
Total	26

There were also 31 derelicts set on fire whose names were not known, all of which are believed to have been destroyed.

The summary thus stands for four years (1890–93):—

Number of derelict vessels set on fire	76
Thereby destroyed	72
Failures to destroy	4

The cargoes of those four were, in three cases, timber; in the fourth not known.

XIV.—Work done by United States Naval Vessels in the Removal and Destruction of Wrecks and Derelicts.

The operations of United States naval vessels in the destruction of wrecks and derelicts were as follows:—

16*th October* 1887.—U.S.S. *Ossipee* blew up wreck of schooner *Hattie A. White*, sunk near Shinnecock, Long Island. (Supplement to Pilot Chart, 21st October 1887.)

12*th October* 1887.—A dangerous sunken wreck near Egmont Key Light, Florida, was destroyed with torpedoes by U.S. revenue steamer *Walter Forward*, detailed for that purpose at request of Navy Department and guided by information furnished by the Hydrographic Office. (Supplement to Pilot Chart, 21st October 1887.)

4*th April* 1888.—Lieut. Cowles, commanding U.S.S. *Despatch*, detailed to destroy wrecks along the New Jersey coast, reports to the Department (*a*) that he blew up the wreck of the sunken steamer *E. C. Knight*; (*b*) that the danger buoy marking wreck of sunken schooner *Marietta Steelman* may be removed, as there is nothing left of her; (*c*) that sunken schooner *Mary Heitman* is no longer an obstruction, as he carefully searched for her for three days without being able to find her; also (*d*) that he saw many spars floating in different positions and supposed to be attached to sunken vessels, but upon sending a boat to examine them, found them to be pieces of floating wreckage. He reports the coast from Sandy Hook to Cape May clear of all obstructions. (Supplement to Pilot Chart, 6th April 1888.)

22*nd April* 1888.—Found no wrecks along the New Jersey coast except the bark *Brimiga*, which lies well up on Ephs Shoal, and is likely to stay there.—Lieut. Cowles, U.S. Navy, commanding U.S.S. *Despatch*. (Supplement to Pilot Chart, 27th April 1888.)

20*th June* 1888.—Lieut. Cowles, U.S. Navy, commanding U.S.S. *Despatch*, detailed to destroy the wreck of steamer *Eureka*, sunk off the Virginia coast, states that he blew up the wreck, leaving 4½ fathoms of water as the least depth over the stumps of the masts. (Supplement to Pilot Chart, 22nd June 1888.)

2*nd August* 1888.—Bark *Brimiga*, which drifted off Ephs Shoal, New Jersey, 25th July, into deeper water, near Cape May, where she was a dangerous obstruction to navigation, has been destroyed by U.S.S. *Despatch*, Lieut. Cowles, U.S. Navy, commanding. Her hull was blown to pieces with seven 100-lb. torpedoes. (Supplement to Pilot Chart, 3rd August 1888.)

5*th August* 1888.—In an official report to the Navy Department, Lieut. Cowles, U.S. Navy, commanding U.S.S. *Despatch*, states that he made a careful search for the wreck of steamer *Newcastle City*, sunk near Nantucket New South Shoal, but could find nothing of her. The lightkeepers reported her gone, having broken up during a gale. (Supplement to Pilot Chart, 10th August 1888.)

30*th November* 1888.—In an official report to the Navy Department, Lieut. Cowles, U.S. Navy, commanding U.S.S. *Despatch*, states that he found and destroyed the wreck of brig *Hyperion*, sunk 14 miles S.S.E, from Absecon Light, New Jersey. (Supplement to Pilot Chart, December 7, 1888.)

30*th November* 1888.—In an official report to the Navy Department, Lieut. Cowles, U.S. Navy, commanding U.S.S. *Despatch*, states that he found and destroyed a sunken wreck 15 miles east of Cape Henry, Virginia. (Supplement to Pilot Chart, 7th December 1888.)

7*th January* 1890.—Sunken wreck 6 miles S. ½ E. from Scotland Light-ship, New Jersey, was blown up and destroyed by Lieut. Commander George A. Bicknell, commanding U.S. tug *Nina*. (Hydrographic Bulletin 20, 17th January.)

31*st January* 1891.—U.S.S. *Yantic* has destroyed the masts of the sunken steamer *Vizcaya* and schooner *Cornelius Hargraves*, off Barnegat, leaving 12 fathoms of clear water over the two hulls. (Hydrographic Bulletin 75, 4th February 1891.)

10*th February* 1891.—The commanding officer of the U.S.S. *Yantic* has been ordered to cruise along the coast from Sandy Hook to Charleston, S.C., and destroy, as far as practicable, all abandoned wrecks which are dangerous to navigation. (Hydrographic Bulletin, 11th February 1891).

23*rd February* 1891.—The sunken wreck on Five Fathom Bank, off Cape May, N.J., was found by Commander Rockwell, U.S. Navy, commanding U.S.S. *Yantic*. One mast was standing out of water, and it was blown off by a torpedo, leaving a least depth of 10 fathoms in the vicinity. (Hydrographic Bulletin 79, 4th March 1891.)

23*rd February* 1891.—Wreck of sunken schooner *Minnie and Gussie*, 14 miles south-east from Cape Henlopen, Delaware, was rendered harmless by having her masts blown off by the U.S.S. *Yantic*, Commander C. H. Rockwell, U.S. Navy, commanding. (Hydrographic Bulletin 79, 4th March 1891.)

24*th February* 1891.—A careful search was made for the sunken wreck reported 2 miles north-east of Fenwick Island Light-ship, without finding it, and Commander Rockwell, commanding U.S.S. *Yantic*, reports it as his belief that the obstruction no longer exists. (Hydrographic Bulletin 79, 4th March 1891.)

A telegram to the hydrographer from Commander C. H. Rockwell, U.S. Navy, commanding U.S.S. *Yantic* dated Fortress Monroe, 9th March 1891, reports the destruction of all the wrecks off Absecon, New Jersey. (Hydrographic Bulletin 80, 11th March 1891.)

13*th March* 1891.—Commander C. H. Rockwell, U.S. Navy, commanding U.S.S. *Yantic*, reports with reference to the two large masts seen 27th January 25 miles S. ½ E, from Winter Quarter Shoal Light-ship, that a thorough search within 10 miles on either side of the vicinity has failed to reveal the obstruction. He reports the same result with reference to the submerged wreck seen 8th February 30 miles S. 75° E. from Hog Island Light, Virginia, in 17½ fathoms. (Hydrographic Bulletin, 81, 18th March 1891.)

2nd April 1891.—U.S.S. *Yantic* reports to the Navy Department that the wreck of sunken schooner *Dudley Farlin*, about 24 miles north-east of Bodie Island, is not to be found. He cruised in search of it for three days, while furnished with the latest information regarding its location. He concludes that the recent heavy weather has broken it up. The same conclusion may be reached as regards the two wrecks off Cape Lookout, North Carolina (*Aberlady Bay* and *Glenrath*). March 30, a careful search during very favourable weather failed to reveal so much as a brake or swirl of water by which the whereabouts of the sunken steamers *Aberlady Bay* or *Glenrath* might be known, both of which lay off Cape Lookout. Wreck of schooner *Mollie J. Saunders* was located and marked by a buoy 31st March 7 miles south-east from Bodie Island, the weather being too rough to blow her up. (Hydrographic Bulletin 84, 8th April 1891.)

28th March 1891.—The spar reported 12th December in latitude 33° 06′, longitude 78° 28′, and supposed to be attached to a sunken wreck, is not to be found. A search was made for it in that vicinity by Commander C. H. Rockwell, commanding U.S.S. *Yantic*, and he thinks it has probably gone adrift. (Hydrographic Bulletin 84, 8th April 1891.

5th April 1891.—Commander C. H. Rockwell, U.S. Navy, commanding U.S.S. *Yantic*, reports to the Navy Department that the wreck of sunken schooner *Mollie J. Saunders*, 7 miles south-east of Bodie Island Light, which he marked with a wreck-buoy on 31st March is no longer in sight. He made a very careful and thorough search 5th April, the day being very favourable, but could find no sign of her. He thinks she has either rolled over or broken up. (Hydrographic Bulletin 85, 15th April 1891.)

14th April 1891.—The wreck of bark *Ada P. Gould*, sunk in 8 fathoms, three-fourths of a mile W. ½ S. from Cape Charles Light-ship, is no longer an obstruction to navigation, having been blown up by Commander C. H. Rockwell, U.S. Navy, commanding U.S.S. *Yantic*. (Hydrographic Bulletin 85, 15th April 1891.

25th April 1891.—Two obstructions to navigation, recently reported off Barnegat, no longer exist, having been removed by Commander C. H. Rockwell, U.S. Navy, commanding U.S.S. *Yantic*. (Hydrographic Bulletin 87, April 29, 1891).

25th July 1891.—The upright spar recently reported near Cape Charles Light-ship has been blown up and set adrift by Commander C. H. Rockwell, U.S.S. *Yantic*. Careful soundings show 8½ fathoms in the vicinity, and no other obstruction is in sight. (Hydrographic Bulletin 100, 29th July 1891.)

16th September 1891.—Commander Pigman, U.S. Navy, commanding U.S.S. *Enterprise*, has informed the Navy Department that on 16th September Cape Charles Lighthouse bearing W. S.W. ½ W. 23 miles, he discovered and blew up a large spar in 13 fathoms, floating heel up, apparently held by wire rigging. (Hydrographic Bulletin 109, 30th September 1891.

14th June 1892.—U.S. tug *Nina* partly destroyed wreck of steamer *Florida* sunk off Absecon. She exploded eight gun cotton and three powder torpedoes. The first strong easterly wind will probably complete the dismemberment of the wreck. (Hydrographic Bulletin 146, 15th June 1892.)

7th June 1893.—U.S.S. *Dolphin*; Lieut. Buckingham in command, made an unsuccessful attempt to blow up sunken schooner *Robert Morgan*, 12 miles E.N.E. ½ E. from Winter Quarter Shoal Light-ship, Virginia. Her masts remain attached by their wire rigging, and serve as spar buoys to mark the wreck. (Hydrographic Bulletin 200, 28th June 1893.)

4th July 1893.—The upright spar recently reported by various vessels about 8 miles east of Sandy Hook Light-ship, was the mast of a square-rigged vessel, heel up, and anchored by its rigging. It was found and blown to pieces by U.S.S. *Fern*, Lieut. Commander Gibson commanding. (Hydrographic Bulletin 202, 12th July 1893.)

9th October 1893.—Lieut. Commander J. V. B. Bleecker, U.S. Navy, commanding U.S. tug *Iwana*, reports that he removed the spars from a sunken vessel 1 mile S.W. by W. ½ W. (magnetic) from Chatham Whistling Buoy, Massachusetts. The spars were in 11 fathoms at low water, and careful soundings around them failed to show any other obstruction to navigation. (Hydrographic Bulletin 216, 18th October 1893.

14th October 1893.—The spars attached to a sunken wreck 14 miles E.N.E. ½ E. from Barnegat, New Jersey, have been removed by U.S.S. *Vesuvius*, Lieut. Commander Frank Courtis commanding. (Hydrographic Bulletin 216, 18th October 1893.)

16th October 1893.—(*a*) U.S.S. *Vesuvius* blew up the mast of the sunken light-ship 1½ miles west of Five Fathom Bank Light-ship. The least water on the wreck is now 8 fathoms, and she is no longer an obstruction to navigation.

(*b*) The *Vesuvius* found the wreck off the New Jersey coast recently reported in latitude 39° 05′, longitude 73° 55′, to be in latitude 39° 12′ 30″, longitude 73° 49′ 30″, but owing to heavy weather could not blow up the mast.

(*c*) A thorough search by the *Vesuvius* failed to find the spar formerly reported 12 miles south-west of North-east End Lightship.

16th October 1893.—Lieut. Commander Frank Courtis, U.S. Navy, commanding U.S.S. *Vesuvius*, made a thorough search for and inquiry after the supposed wreck formerly reported about a mile west of the Overfalls Buoy, Delaware Bay, but failed to find any obstruction in that vicinity. (Hydrographic Bulletin 217, 25th October 1893.)

1st November 1893.—Lieut. Commander Frank Courtis, commanding U.S.S. *Vesuvius*, reported to the Navy Department that he had found and destroyed the wrecks of fishing schooner *Empire State* and schooner *Narragansett*, on the coast of New Jersey. He made a thorough search for the other two wrecks reported south-east of Navesink Lights, but failed to find them. Conversation with pilots, fishermen, and towboat captains established the fact that there were no other wrecks in that vicinity. The *Vesuvius* also made a thorough search for wrecks south-east of Barnegat and ran traverses over the ground for two days, without seeing any sign of them. (Hydrographic Bulletin 219, 8th November 1893.)

7th November 1893.—Lieut. Commander Frank Courtis, commanding the U.S.S. *Vesuvius*, reported to the Navy Department that he had destroyed the wreck on Stone Horse Shoal, Nantucket Sound, 2 miles E.S.E. ¾ E. (magnetic) from Handkerchief Light-ship, and that there is now a least depth of 6 fathoms over it. This wreck is believed to be the sunken schooner *John P. Kelsey*, reported, 17th October by Capt. W. H. Bixby, Corps of Engineers, U.S. Army, as lying in 6 fathoms of water, 1⅞ miles E. 12° S. (magnetic) from Handkerchief Light-ship, an account of which was published in Hydrographic Bulletin, No. 219, and numbered 71. (Hydrographic Bulletin 220, 15th November 1893.)

7th November 1893.—The U.S.S. *Vesuvius*, Lieut. Commander Frank Courtis, U.S. Navy, commanding, proceeded to the coast of New Jersey and searched for wrecks there, a description of which had been furnished by this office. After running many traverses over the locations given and covering much ground on all sides without being able to find them, Lieut. Commander Courtis concluded that the locations were either duplicates and that the wrecks had been destroyed on a former occasion, or that they had been broken up by recent gales. (Hydrographic Bulletin 220, 15th November 1893).

3rd November 1893.—Commander A. S. Crowninshield, commanding U.S.S. *Kearsarge*, reported that he anchored near the wreck of four-masted schooner *John Holland*, lying about 10 miles east of Cape Henry, Virginia, and blew up such spars as remained standing. He also exploded several gun-cotton torpedoes on different parts of the hull, tearing away many large pieces. The hull is badly worm-eaten and will soon be completely destroyed by the teredo. There is now a least depth of 5 fathoms over the wreck in two places, and 7 fathoms at all others. (Hydrographic Bulletin 220, 15th November 1893.)

13th December 1893.—A naval vessel will soon be detailed to search for and, if possible, destroy all wrecks and derelicts on her route from New York to the West Indies. (Hydrographic Bulletin 224, 13th December 1893.)

24th January 1894.—U.S. dynamite-gun vessel *Vesuvius* has been ordered by the Secretary of the Navy to cruise along the coast and destroy the following dangerous obstructions to navigation along the sea coast of New Jersey, Delaware, and Virginia: No. 209, sunken wreck inside of North-east End Lightship, showing one upright mast; No. 201, barge *Lizzie H.*, sunk in

17 feet of water, about 600 yards N.W. by N. from McCries Shoal buoy; No. 253, sunken wreck showing stern out of water, 15 miles S. by W. ½ W. from Fenwick Island Lightship; and No. 251, a sunken wreck with one mast showing, 8 miles E. ½ S. from Cape Henry Light. The *Vesuvius* will then proceed to Hampton Roads to await further orders. (Hydrographic Bulletin 230, 24th January 1894.)

9th December 1889.—Lieut. Cowles, in the *Despatch*, tried to blow up a derelict vessel, bottom up, about 35 miles east of the Virginia capes, but could not on account of her cargo of lumber. He cut holes in the hull and made fast a chain to tow her by, but she was held by her anchors. 12th December he went out to her again—two wrecking tugs had towed her a mile or two. Then the tug *Argus* and the *Despatch* together made fast to the derelict and towed her slowly to within 6 miles of the Capes by the evening of the 13th. Heavy weather delayed them some, and a diver had to cut the derelict's chains. By sunset, December 15, all were snugly berthed at Newport News. (Hydrographic Bulletin No. 16.) This proved to be the schooner *Joseph Souther* of Thomaston, Me. (Hydrographic Bulletin No. 17.)

3rd September 1890.—U.S.S. *Petrel*, Lieut. Commander W. H. Brownson, U.S. Navy, commanding, took in tow a derelict schooner, supposed to be the *Henrietta*, of Portland, Conn., and allowed her to ground about 300 yards south-east from Duck Island, Long Island Sound, in about 3 fathoms at half tide. (Hydrographic Bulletin 54, 12th September 1890.)

22nd October 1893.—The abandoned American three-masted schooner *Drisko*, of 248 tons, lumber-laden and waterlogged, was sighted by the U.S.S. *San Francisco*. It having been found impossible to tow the derelict, the next morning three 34-pound gun-cotton torpedoes were attached to her keel and exploded, doing great damage, but leaving her still afloat. Five more torpedoes were exploded under her keel, which broke her back and frames. The *San Francisco* then rammed the *Drisko* violently amidships. The blow broke her in two parts, released her cargo, and she commenced to sink. As it was getting dark and the derelict sinking, the *San Francisco* fired a few shell into her stern, scattering her fragments, and resumed her course to Key West. When last seen, the remains of the derelict were in latitude 28° 15′ N. and longitude 79° 17′ W. (Hydrographic Bulletin 218, 1st November 1893.)

Summary of Wrecks destroyed by U.S. Naval Vessels along the Atlantic Coast of the United States, 1887–1893, *inclusive*.

Name of U.S. Vessel.	Wrecks destroyed.	Wrecks searched for, but not found. (No longer an Obstruction.)	Wrecks located, but not destroyed.	Total Operations.
Ossipee	1	—	—	1
Walter Forward *a*	1	—	—	1
Despatch	5	4	—	9
Nina	2	—	—	2
Fern	1	—	—	1
Yantic	8	9	—	17
Kearsarge	1	—	—	1
Enterprise	1	—	—	1
Dolphin	51	—	—	1
Iwana	1	—	—	1
Vesuvius	5	8	1	14
Total	27	21	1	49

a Acting by request of Navy Department. *b* Partly.

Derelicts Destroyed or Towed in.

U.S.S. *Petrel*, towed in	1
U.S.S. *Despatch*, towed in	1
U.S.S. *San Francisco*, destroyed	1

Final Summary.

Wrecks and derelicts destroyed	30
Wrecks located, but not destroyed	1
Wrecks searched for, but not found	21
Total number of operations	52

XV.—Dangerous Obstructions along the United States Coast.

The Pilot Charts and Hydrographic Bulletins for 1887 to 1893 show that there were 350 wrecks and dangerous obstructions to navigation, not afloat, along the east coast of the United States. This does not include such wrecks as were not considered dangers to navigation.

The wreck chart shows the position of all the dangerous ones.

XVI.—Number of Voluntary Observers Co-operating with this Office.

This number is constantly changing. There is a list of 3,033 persons who co-operate, but these do not all send in reports regularly. In some cases there have been long intervals of several years between reports, owing to the vessel being laid up under repairs, &c.

The number of observers whose barometer cards are kept on file for constant use is 2,136.

XVII.—Number of Hydrographic Bulletins and Pilot Charts Issued.

The edition of Weekly Bulletins is constantly being increased to meet the demands, from branch offices chiefly. The edition published at present is 2,040 every week, of which 2,000 are issued from this office, the remainder being kept on file.

The edition of the Pilot Chart has also been constantly increasing, and is now 4,000 every month; 3,419 were issued last month.

XVIII.—Estimate as to the Sources of Reports relating to Wrecks and Derelicts received by this Office.

Out of 500 reports, 216, or 43·2 per cent. were from newspapers; 147, or 29·4 per cent., were from Form No. 105; 62, or 12·4 per cent., were from telegrams to maritime exchanges; 53, or 10·6 per cent., were from branch Hydrographic offices direct; and 22, or 4·4 per cent., were from letters and special reports.

XIX.—An Account of the System of Registering, Filing, Publishing, and Acting upon Reports of Wrecks and Derelicts, with Specimen Report of a Derelict, illustrating the various Steps taken by this Office.

A serial number is immediately attached to each wreck and derelict report. It is then plotted on a blackboard (which shows the North Atlantic to 60° N.) When the name of the derelict is not recognised by the reporting authority, it may nevertheless frequently be identified by comparing it with other reports. This is always attempted before publication.

The report, with serial number annexed, is then published in the Hydrographic Bulletin and shown graphically on the next Pilot Chart. After publication the report is entered in one of two registers. The first register contains only those reports in which the name of the derelict is known; the other book contains those whose names are not known, and these are further separated according to rig, &c., and entered under the following heads:—

(*a.*) Ships and steamers.
(*b.*) Barks and barkentines.
(*c.*) Brigs and brigantines.
(*d.*) Schooners and small craft.
(*e.*) Unidentified rigs.
(*f.*) Bottom up.
(*g.*) Miscellaneous.

In order to trace the complete track of a derelict whose name is unknown and facilitate finding it in the register, each report is registered with an "identification number" in addition to its serial number, such identification number to be the same as the first serial number of that particular derelict.

Each derelict whose name is known has a separate place or page in the register, devoted to that vessel alone.

To return to the day on which a report is received. Should a wreck or derelict be within striking distance of an available naval vessel, a memorandum of the report is sent by the Hydrographer to the Chief of the Bureau of Navigation, whereupon the proper orders for search and destruction issue.

A typical report is selected to illustrate the course of proceedings, viz. :—

Specimen Report.

"154. Nov. 6, 1893. Lat. 38° 28′ N., long. 68° 34′ W., saw the abandoned tern schooner *Charles E. Young*, with bowsprit and masts standing.—*Urbino* (Br. S.S.), Pinkham; reported by second officer Frederiksen, on Form 105."

This report was received during the week ending 13th December; the serial number 154 was assigned to it; it was plotted on the "derelict blackboard," a memorandum was sent to the Chief of Bureau on 13th December, the report was published on the Hydrographic Bulletin No. 224, 13th December, and shown graphically on the January Pilot Chart, together with path of drift; and entered in the register of known derelicts, page 410. It was expected that the Department would order the *Kearsage* to search for and destroy the obstruction on her voyage to the West Indies.

APPENDIX.

Additional Reports of Collisions with Derelicts.

The following reports of collisions with derelicts have been compiled too late to be entered in the table on page 129.

Totally Lost.

December 1st, 1893, schooner *Manitou* struck on the sunken Five Fathom Bank Lightship and sunk.

Damage considerable.

March 4th, 1889, schooner *Wm. B. Wood* struck a sunken wreck and had to be beached on the Delaware coast.

January 7th, 1891, schooner *Helen G. King* struck a sunken wreck near Rockland, Me., and had to put into Eastport in a sinking condition.

November 30th, 1891, steamer *St. Enoch* struck a submerged derelict in latitude 48° N., longitude 33° W., and had to return to Queenstown with all the blades of her propeller broken.

December 28th, 1891, schooner *Riviere* struck a derelict on the voyage from Dublin to Bangor and had to beached on arrival.

October 25th, 1892, steamship *Britannia* struck a sunken wreck off Cape Sable and had to be beached for temporary repairs.

April 23rd, 1893, schooner *A. T. Coleman* struck a sunken obstruction on the voyage from Baltimore to the Bahamas and was towed into Norfolk with a hole in her bottom.

Damage slight.

April 4th, 1889, schooner *Lizzie Carr* struck a derelict or wreckage 40 miles east of Bodie Island, N. C., and received slight damage.

June 15th, 1889, barge *Galatea* struck a sunken wreck near the Chesapeake capes, causing her to leak.

June 25th, 1889, schooner *J. F. Becker* struck a sunken wreck off Fenwick Island, with little damage.

September 25th, 1892, steamship *Massilia* collided with a large derelict in latitude 36° 55′ N., longitude 45° 15′ W., and damaged one of her bow plates.

Damage not known.

June 23rd, 1889, steamship *Ville de Montevideo* was damaged by striking a derelict on the voyage from Rio Janeiro to Havre.

May 11th, 1891, brig *Arthur* was damaged by striking a derelict on the voyage from Yarmouth, Nova Scotia, to Martinique.

July 25th, 1891, steamship *Castlegate* was damaged by striking a wreck near Boston.

December 22nd, 1893, schooner *Theodore Dean*, on a coasting voyage to New York, arrived damaged by having struck a wreck.

December 26th, 1893, bark *Guldreyn* was damaged by striking a derelict on the voyage from Canada to Fleetwood, England.

INDEX TO EVIDENCE.

"ADA IREDALE," long drift of, *Jaffe*, 162; was in South Pacific, *Bullock*, 979.

ADMIRALTY REGULATIONS FOR DEALING WITH DERELICTS, *Harris*, 1007–1010.

ADMIRALTY, DERELICTS DEALT WITH BY (*see* Appendix G.) (No. 1).

ALMOND, CAPTAIN J. C. (analysis of his evidence):—
Is nautical inspector of Peninsular and Oriental Company (865). Has been 45 years with the company, and has navigated all parts of the world except the Atlantic (867, 868). Knows no instances of derelicts, and does not consider them a danger to Peninsular and Oriental boats except in Bay of Biscay and on Portuguese coast (869–875). Notice of a derelict would be an approximate guide to a vessel in locality eight days later (876–880). Is doubtful as to practicability of vessels searching Atlantic route for derelicts, but has had no experience (881–883). As to need for clearing other routes than Atlantic, and difficulty in finding derelicts (884–895, 905–907). Has never seen a derelict, except a deserted junk (896–904). Company would not contribute to cost of removing derelicts (908). Blade of screw might break without striking floating log; tendency would be to draw logs into screw (909–916).

ANDREW, CAPTAIN E. H. (analysis of his evidence):—
Has been for three years in command of sailing ship "Cromdale," London to Sydney, and has fallen in with one derelict (1522–1528, 1538–1541). Any wrecks fallen in with on outward voyage are reported to newspaper reporters in Australia; any seen on homeward voyage are reported at Custom House through agents (1529–1537). Considers derelicts a source of danger, but has only seen one in 17 years (1542–1546, 1569–1571). Lloyd's forms for reporting wreckage are not always put on board ships; their form as to derelicts is only just issued (1550–1555). Does not see notices in "Shipping Gazette," but always gets Board of Trade Summary of Notices to Mariners (1556–1560). Thinks he could get latest notices at Sydney by applying at Custom House there, but has never done so; knows of no office there which is informed of newly-discovered dangers (1561–1568, 1585–1588). Has often seen ice, which he considers a very much greater danger than derelicts (1572, 1573). A list of derelicts would be very useful; it would cause a sharper look-out to be kept, though he would not alter his course for a reported derelict (1575–1579). There would be no danger from a derelict reported half-way out from Sydney, unless she floated more than 30 days (1580–1584).

ATLANTIC PILOT CHARTS, derelicts laid down on, *Macdona*, 2, 3, 63, 65, 151, 155; *Jaffe*, 162–165, 187–199, 234–239; *Parsell*, 701, 710–713.

"BAHAMA" became a derelict, *Macdona*, 8.

"BAYLESWOOD" struck a derelict, *Macdona*, 8.

BEALL, CAPTAIN GEORGE (analysis of his evidence):—
Is Principal Board of Trade Examiner of Masters and Mates, and is in charge of compilation and distribution of Notices to Mariners (1880–1883). Details of system adopted (1884–1906). All information received by Consuls is at once sent by them to Board of Trade, but masters are not bound to report to Consuls (1907–1910). Derelicts included in Monthly Summary are only kept in for three months unless again reported (1911–1914). Masters of mercantile marine might be requested to sink all derelicts (1916, 1917). Distinction is made in notices between "derelicts" and "sunken wrecks" (1919–1928). All important notices are sent to Lloyd's, who distribute by telegraph or otherwise (1929–1934). Cannot suggest any improvement in mode of distributing notices, except in some matters of detail (1936–1950). Puts information as to derelicts into Monthly Summary, but does not think information is of much use (1952, 1957–1960). Notices of ice are marked "very important" (1953–1956).

"BOURGEOIS" became a derelict, *Macdona*, 9.

BULLOCK, S. (analysis of his evidence):—
Is Chief of the Casualties Branch of the Marine Department of the Board of Trade (967). Has checked statements in the Report of the United States Commissioner of Navigation as to wrecks and casualties, with result that number of vessels and of lives lost as given in that statement appear excessive (970, 971). Only one case during last 10 years of loss of life through British vessel striking a wreck or wreckage (971). Of nine vessels said on Pilot Chart of January, 1894, to have been totally lost by striking derelicts, can only identify "Cragside" and "Glenrath" as British. Of these "Cragside" is believed to have struck S. W. Bull rock, while "Glenrath" struck on Bibb shoal (972–975). Most of vessels given as damaged by striking wreck seem to be small American coasters (976–978). Particulars of British vessels referred to in evidence of Mr. Macdona, M.P. and Mr. Jaffe so far as they can be identified (979, 980). Board of Trade get reports of all collisions of British vessels with derelicts (981). Analysis of 103 casualties attributed to striking floating wreckage all over the world in three years ended June, 1893. Seven were attributed to striking a derelict and 96 to striking spars, &c. (982–985). Particulars of British vessels lost during 10 years through striking wreck (986). Figures show no great risk of striking derelicts, and breaking them up would increase risk (987). List of British timber laden vessels lost in 1893 (988). None of 13 floating derelicts marked on Pilot Chart for November 1893, are British (989). Does not think legislation is required to obtain fuller informa- of derelicts (990, 991). Information as to system of reporting casualties to Receivers of Wreck (1590–1596). "Isle of Bardsey" was lost through striking a rock (1597).

"CARRIER DOVE" became a derelict, *Macdona*, 12.

"CARRICKS" became a derelict, *Macdona*, 12.

CASUALTIES are all reported to Receivers of Wreck, *Bullock*, 1590–1596; *Williams*, 1799.

"CELTIC" struck a derelict, *Jaffe*, 158–160; struck wreckage, *Bullock*, 979.

"CHILIAN" struck a derelict, *Macdona*, 4, 5. Touched a shoal or sunken wreck, *Bullock*, 979.

"CITY OF BOSTON" struck a derelict, *Macdona*, 110–114. Lost in a violent snowstorm, *Bullock*, 979.

"CITY OF DUBLIN" struck part of a derelict, *Macdona*, 8. Not mentioned by master in his deposition, *Bullock*, 980; *Wharton*, 1872.

"COUNTESS DUFFERIN" became a derelict, *Macdona*, 12.

"CRAGSIDE" struck a derelict, *Macdona*, 8, 39, 41; *Jaffe*, 167–174, 395–397. Struck on S.W. Bull rock, *Bullock*, 972–975; *Wharton*, 1871.

CUNARD LINE, experience of captains, *Macdona*, 137–141; *Jaffe*, 394–395; *Thomas* (see analysis of his evidence).

"DAGMAR" became a derelict, *Macdona*, 12.

CUSTOMS, REPORTS TO, *Froud*, 1238–1242, 1249–1260; *Hozier*, 1452–1456; *Andrew*, 1531–1537. Mode of procedure, *Williams*, 1785–1800.

"DAVID W. HUNT" became a derelict, *Macdona*, 12.

DECK-LOADING, important bearing on question, *Parsell*, 849–850.

DERELICT, LIFE OF A. Timber ship may last 50 years, *Macdona*, 153–155. U.S. Hydrographer gives an average of 30 days, *Jaffe*, 162. Varies according to her nature, *Parsell*, 729–737, 832–839; *Rea*, 1097–1103.

DERELICTS, DANGER FROM. Is much exaggerated, *Kent*, 492, 493. Knows no case of damage, *Thomas*, 511, 521–527, 530, 531. Only knows of two cases, *Thorp*, 615–618. A probable cause of loss, *Parsell*, 690–696, 791–825. Knows no case, *Almond*, 869, 896–904. Case of collision, *Goodrhan*, 923–927. Has only seen one during whole experience, *Harris*, 1002–1006. Has seen about 20, but never struck one, *Rea*, 1052–1063, 1087–1089. Never saw one, but thinks danger great, *Froud*, 1326–1328, 1357–1369. Has only seen one in 17 years, *Andrew*, 1546. A serious danger, *Ismay*, 1605.

DERELICTS, DIFFICULTY IN FINDING, *Kent*, 490, 491; *Thomas*, 532; *Thorp*, 635–640; *Parsell*, 725, 790, 848, 849; *Almond*, 892, 895, 905; *Goodrhan*, 941–948; *Rea*, 1185–1191; *Froud*, 1382–1384.

DERELICTS, DRIFT OF, *Macdona*, 8–16; *Jaffe*, 162, 190–199, 347–351.

DERELICTS, EXPENSE OF DEALING WITH (TRINITY HOUSE), *Kent*, 472–482; *Thorp*, 604, 644, 649.

DERELICTS, LOSS OF LIFE THROUGH COLLISION WITH. Has no direct information, *Macdona*, 25, 26. Recollects no case, *Kent*, 451. Knows no case, *Thomas*, 526, 527. One British case through striking wreckage, *Bullock*, 971. Knows no case, *Froud*, 1405; *Hozier*, 1458.

DERELICTS, NOTICES OF. As to practical benefit to sailors, *Macdona*, 129–136; *Jaffe*, 428, 429; *Parsell*, 710–713, 742, 743, 826–841; *Goodrhan*, 955–959; *Harris*, 1025–1032; *Rea*, 1067–1071, 1135–1150; *Froud*, 1385–1404; *Hozier*, 1436–1444, 1472–1476; *Ismay*, 1653–1656, 1705–1707.

DERELICTS, REPORTS OF (*see* also under "Customs"); form sent to Lloyd's, *Thomas*, 539–544; "White Star" report to company, *Parsell*, 706–709; *Froud*, 1241. Steps taken by Lloyd's, *Hozier*, 1416–1427, Lloyd's forms, *Andrew*, 1550–1555.

DERELICTS, ROUTES TO BE CLEARED. All routes where English commerce is jeopardised should be cleared, but would begin with North Atlantic, *Macdona*, 30, 31. Special need in Atlantic, *Parsell*, 738–741, 757–763, 853–857, 863, 864. No need on Peninsular and Oriental route, *Almond*, 906. Recognised tracks in Atlantic call for special treatment, *Ismay*, 1607, 1711–1717.

DERELICTS, SUGGESTIONS FOR DEALING WITH, *Macdona*, 3, 42–47, 58–68, 83–88, 101–108; *Jaffe*, 208, 245–257, 274–296; *Thomas*, 533–535, 574–579; *Thorp*, 648. 651–653; *Parsell*, 679–688, 764–773, 840–847; *Harris*, 1018–1022, 1033–1038; *Rea*, 1107–1112; *Froud*, 1261–1278; *Hozier*, 1477–1480; *Ismay*, 1718–1728.

DERELICTS. Vessels stated to have become, *Macdona*, 8–16.

DERELICTS. Vessels stated to have struck, *Macdona*, 4–8, 37–41, 69–73, 112–126.

DERELICTS (REPORTS) BILL. Object of, *Macdona*, 3, 17–21, 80–82, 89–100. Is not required, *Bullock*, 990, 991.

"ETHEL M. DAVIS" became a derelict, *Macdona*, 12.

"FANNY E. WOLSTON" became a derelict, *Macdona*, 8. Long drift of, *Ismay*, 1604.

"FERN," (United States derelict destroyer), *Jaffe*, 164.

FLOATING SPARS, a great danger to vessels, *Jaffe*, 220–224, 283–284. Not very dangerous, *Thomas*, 536–538, 546, 547, 554–557; *Thorp*, 619–623. Deck port smashed by, *Parsell*, 671–678. Would be drawn into screw, *Almond*, 911–916. Might foul propeller, *Goodrhan*, 934, 936. Casualties through striking, *Bullock*, 982–987. Depends on size of baulks, *Harris*, 1011–1014, 1023–1024. Would probably clear screw, *Harris*, 1043–1048. A danger if struck end on, and might draw into screw, *Rea*, 1072–1076. Not as dangerous as a derelict, *Froud*, 1279–1291, 1224–1225. Would be thrown off, *Ismay*, 1607.

"FORREST" became a derelict, *Macdona*, 8.

"FLORENCE RICHARDS," life lost on board of, through striking wreckage, *Bullock*, 971.

"FRANCIS L. GODFREY" struck a derelict, *Macdona*, 8. Struck off Fenwick Island, possibly on sunken wreck, *Wharton*, 1871.

FROUD, CAPTAIN A. G. (analysis of his evidence):—
Is secretary of the Shipmasters' Society (1203). Proposes to give evidence collected from various sources, chiefly newspapers, but not verified by him (1204–1215). Has heard of, but does not use, Board of Trade Monthly Notices to Mariners (1216–1217). Object of Shipmasters' Society (1218). Would refer to case of collision with a derelict mentioned in evidence by Captain Goodrhan of the "Wooloomooloo" (1218–1223). Has list collected from newspapers of ten collisions since 1st January last (1223–1230, 1292–1296). Also letter from captain of the "Europe" reporting that he had saved a crew (1231–1233). These cases are not all reported officially (1234–1237). Captains are asked no questions at the Custom House as to derelicts passed, and form issued by Lloyd's is not regularly filled up (1238–1246, 1249–1260). Much of the information in Board of Trade Notices is necessarily old (1247–1248). Derelicts near coast might be towed in when found (1261–1266, 1274–1276, 1350–1356). Man-of-war should search for derelict when reported (1267–1273). Derelict which cannot be towed should be blown up (1277, 1278). Any timber released would not be as dangerous as the derelict (1279–1291, 1224, 1225). Suggests that Notice to Mariners system should be improved by adopting American system (1299–1312). As to number of derelicts afloat was unaware that only seven British vessels all over the world have struck derelicts during last three years (1313–1323). Was in command for 27 years, but never saw a derelict (1326–1329). Knows that shores of British Isles are kept clear by Authorities, but not that they are so cleared within 50 or 60 miles (1330–1338). Was unaware of difficulty experienced by Trinity House in finding derelicts reported (1339, 1340). Is not familiar with Removal of Wreck's Act, 1877, and was unaware that under it derelicts 150 miles off have been removed by Trinity House (1341–1349, 1412–1414). Still thinks danger from derelicts great though he never saw one (1357–1369). Thinks that underwriters take account of danger from derelicts (1370–1373). Trade would not be willing to pay expense of searching for and removing derelicts (1374–1376). One man-of-war might be sent to search as a beginning (1377–1381). Was unaware that Admiralty had occasionally sent a search vessel, and never successfully (1382–1384). Pilot Chart is of very little value unless vessels can double their look-out (1385–1404). Knows no case of loss of life through striking a derelict, but has heard of great alarm through fear of striking one (1405–1411).

"GARIBALDI" became a derelict, *Macdona*, 9.

"GLENRATH" struck a derelict, *Macdona*, 8, 39–41; struck on Bibb Shoal, *Bullock*, 972.

GOODRHAN, CAPTAIN H. (analysis of his evidence):—
Is now captain of "Wooloomooloo," Lund Line to Australia, but has had experience of North Atlantic (917–922). In 1888 in North Atlantic while on board of "Nerissa," struck a derelict with serious damage to bows (923–927). With that exception has never seen or struck a derelict (928–932). A vessel would push a floating log aside, but it might foul the propeller (933–936). Thinks there would be great difficulty in either finding or removing derelicts (937–948). Has had no personal experience of running into ice (949–954). Does not think that fact of derelict being marked on Pilot Chart would help captains beyond making them keep a better look-out (955–959).

GREAT BRITAIN, ACTION TAKEN BY, TO CLEAR HER OWN COASTS. Was unaware of it, *Macdona*, 52–58, 144–150; wrecks on coasts are speedily dealt with, *Jaffe*, 231, 418, 419; steps taken by Trinity House, *Kent*, 430–505; was unaware of extent of it, *Parsell*, 714–724; *Froud*, 1330–1338, 1341–1347; *Ismay*, 1671–1674.

"GULDREYN" struck large fish, *Wharton*, 1872.

"HELENA ALMA" became a derelict, *Macdona*, 8.

HARRIS, COMMODORE R. H. (analysis of his evidence):—
Has been in command of training squadron since 1st June 1893 (992). During cruise of squadron, chiefly under sail, did not come across any floating derelicts (993–1001, 1039–1042). Has only seen one derelict during whole of experience at sea (1002–1006). Is aware of existing Admiralty regulations as to dealing with derelicts (1007–1010). Danger from floating timber depends on size of baulks (1011–1014, 1023, 1024). Look-out kept by squadron would cover double the view from ordinary merchantman (1015–1017). Suggests that derelicts should be blown up with gun cotton; does not think floating derelicts would burn (1018–1022). Thinks that information as to position of floating derelict is of no value after three or four days and might produce alarm (1025–1032). Work of blowing up derelicts must be done in calm weather (1033–1038). Floating wreckage would probably clear the screw of a vessel striking it (1043–1048).

"HORN HEAD" struck a derelict, *Jaffe*, 158, 324–328; probably succumbed to gale, *Bullock*, 979.

HOZIER, COLONEL H. (analysis of his evidence):—
Is secretary to Lloyd's (1415) who issue forms to masters of all ships on which to report to Lloyd's agent any derelict fallen in with (1416–1420). Reports so received are published in Lloyd's list and

notified to owners and masters of vessels clearing in direction of derelict reported (1421–1427). From reports received, there appear to be from 10 to 20 collisions with floating derelicts annually and about 250 reports of derelicts passed. Collisions are chiefly within 200 or 300 miles of American coast, and generally not much damage is done (1430–1435). Thinks that steps should be taken to ensure that all derelicts should be reported in order that vessels might know of danger and keep good look-out (1436–1444). Figures given above refer to Atlantic only (1445, 1446.) There is no strong feeling at Lloyd's as to derelicts which are not so great a danger as ice (1447–1450). Is aware of instructions to masters to report to Custom House, but these reports and those made to Consuls should be telegraphed (1452–1454). Lloyd's would pay expense (1455, 1456). Cannot give any instance of loss of life through striking a derelict (1458). Thinks that danger from derelicts is a substantial item in insurance, but he is not an underwriter (1459–1468, 1501–1507). Does not know that derelicts have increased in number, but more attention has been drawn to them recently owing to action in America (1469–1471). Seamen regard the information they get from Washington as valuable, but cannot say what use they make of it (1472–1476). Men of war might go and find derelicts and blow them up with dynamite (1477–1480). Is aware of difficulty experienced by Trinity House in finding derelicts (1481–1483). Thinks that timber-laden wooden ships float for some time, and there must be a good many derelicts in Atlantic, but admits that chance of collision with them is very small (1484–1496). Does not think that shipping trade would pay a tax for purpose of having derelicts destroyed (1497–1500). Nor that underwriters would reduce their rates if it was found that anxiety about derelicts was not well founded (1508–1513). Has no returns as to casualties to British vessels (1516).

Ice, Danger from. Thinks it can be guarded against through warning given by change of temperature, *Macdona*, 27–29, 121–128; *Jaffe*, 205, 206, 304–312. Greater than from derelicts, *Jaffe*, 309–312; *Thomas*, 528, 529, 582–586. More often struck than derelicts, *Parsell*, 690–696. Equally dangerous with derelicts, *Rea*, 1151–1176, 1192–1202. Greater than from derelicts, *Hozier*, 1450; *Andrew*, 1573. Less than from derelicts, *Ismay*, 1608, 1661–1667, 1738.

Insurance. Thinks that danger from derelicts is specially insured against, *Froud*, 1370–1373; *Hozier*, 1459–1465. Danger from derelicts is not an extraordinary risk, it is included in the general risk, *Street*, 1756–1767, 1769–1783.

"Isle of Bardsey" was lost through striking a rock, *Bullock*, 1597.

Ismay, Thomas Henry (analysis of his evidence):—
Is Chairman of the Oceanic Steam Navigation Company ("White Star" Line), whose vessels have been running between Liverpool and New York since 1871 (1,600), is much interested in question of floating derelicts; is aware of Resolution of Washington Marine Conference, 1889, and of authority given to President of the United States to make International agreement on subject. Summary of pamphlet published by United States Hydrographer (1603–1605). "White Star" commanders think derelicts a serious source of danger. History of "Naronic"; has little doubt her loss was due to a derelict (1605). Five large steamers were all missing in North Atlantic in one year. It is most desirable to remove or destroy floating derelicts in the recognised steam tracks adopted by all large steam ship companies. Thinks that one of Her Majesty's vessels which should carry a considerable amount of sail might be periodically told off for the purpose. Ship would probably throw off floating wreckage (1607). "White Star" Line would contribute towards cost of any scheme for dealing with derelicts. In case of derelicts towed in Government would obtain salvage. Derelicts are more dangerous than ice (1608). Derelicts are most common in Gulf Stream; would confine operations especially to that part, dividing the area amongst different nations acting in unison (1609–1616). "White Star" Line have for years cabled all derelicts seen (1618–1620). Has no case of any of their officers striking a derelict (1621). Reasons for believing that a derelict and not ice caused the loss of the "Naronic" (1621–1652). Commanders attach value to information as to derelicts, but it is difficult to find out practical utility, looking to their drift (1653–1656, 1705–1707). Chief danger of derelicts is from timber-laden vessels (1659, 1660). Reasons for thinking that ice is a less danger than derelicts (1661–1667). Cannot say whether any other companies besides "White Star" would contribute towards cost of dealing with derelicts (1670). Was not aware of action of Lighthouse Authorities in dealing with wrecks near coasts of United Kingdom (1671–1674). Great Britain might arrange with United States as to removing derelicts near United States coasts. They come principally from Canadian ports (1675–1619). Does not know of any known derelict near position of "Naronic" at time of her loss (1680–1683). Work of searching for derelicts would be continuous, but Government might send one vessel as an experiment (1684–1687). Agrees that range of searching vessel would not exceed five or six miles (1688–1690). It is the exception for "White Star" captains to sight a derelict (1C99–1704). The chief maritime nations might come to an arrangement as to the destruction of derelicts without regard to its nationalty (1708–1710). Any arrangement should be confined to North Atlantic at any rate at first (1711–1717). Derelicts should be burnt or blown up according to circumstances (1718–1728). Bases his case on large number of derelicts shown in United States report, and on danger of striking a derelict (1729, 1730). Has not checked United States reports, but agrees that committee ought to do so (1731–1734). Certainly missing vessels should not be included in list of reported derelicts (1735–1737). Existing evidence derived from cases of serious damage through collision with derelicts is not sufficient to justify assumption that large proportion of missing vessels are lost through derelicts (1739–1744). Thinks that, in spite of large area of Atlantic, and experience of Trinity House and Admiralty as to difficulty of finding derelicts, one searching vessel would effect some good (1745–1754).

"James B. Dravi" became a derelict, *Macdona*, (12).

Jaffe, Otto (analysis of his evidence):—
Is a ship-owner and a member of the Belfast Chamber of Commerce (156, 157) Took up subject of derelicts owing to loss of "Hornhead" and "Naronic" (158). Struck a derelict while a passenger on board the "Celtic" some 20 years ago (158–160). Letter received by him from United States Hydrographer, giving details of action of United States Government (162–165). Case of the "Cragside" (167–174). Got up petition to First Lord of the Treasury which was willingly signed (175–180). A monthly list of derelicts is being published by the Liverpool Journal of Commerce (182–185, 225), but owing to the lapse of time the information is not of much practical use (186–188), as their drift is uncertain (189–199). Derelicts are chiefly in the drift of the Gulf Stream (200). Does not think that confusion could arise between collisions with derelicts and those with ice, as latter causes a fall in temperature (205, 206). Suggests that one or two old trans-Atlantic steamers fitted with electric light be sent to search for derelicts (208). Thinks that British captains do not report derelicts in this country, because they are not encouraged to do so (209–213). Hopes that British Government will co-operate with that of United States (214, 215), who seem, however, to search for derelicts chiefly in territorial waters (216–219). Floating spars, which he does not include in derelicts, are very dangerous to propellers (220–224). Considers that sunken wrecks in shallow waters are more dangerous than floating derelicts (229, 230). Is aware that all sunken wrecks on coasts of Great Britain are speedily and effectually dealt with (231, 232). Allows that lists given on Atlantic pilot charts, which include floating spars, &c., are apt to mislead the public and frighten coasters (234–239). It would be a step in the right direction if the United States would clear their own coasts as Great Britain does (240–244). Suggests that many derelicts in mid-Atlantic might be towed in (245–250). There would be much difficulty in burning them (251–255), but they might be sunk (256, 257). Considers letter from United States Hydrographer as opinion of his department, not of his Government (258–266). Has no knowledge of what "Kearsage" has done in destroying derelicts (267–273). A vessel detached for the purpose might

try to burn or blow up any derelict fallen in with (274–285). Does not consider that danger would arise from spars, timber, &c., thus set free (283). Thinks it would be satisfactory if two special searching vessels each destroyed three derelicts in a year (286–291), but the probabilities of finding a derelict are not great (294–296). Allows that the chances that the "Naronic" struck ice are greater than that she struck a derelict, ice being a greater danger (297–323). No reason except sentiment for thinking that "Horn Head" struck a derelict and not ice (324–328). Even though no case of loss of life through derelicts is known, thinks that action should be taken in the matter (329–346), but does not think the Mercantile Marine would be willing to pay for it (352–363). The cost should be born by the general public (364–366). The difficulty of finding derelicts is very great, and the work would have to be done periodically (367–383). Was not aware that Admiralty had never succeeded in their searches for derelicts, but still thinks that two or three vessels should be sent (385–389). Did not take up question in response to any feeling amongst seamen (390–393). Case of "Cragside" is an instance of damage through striking a derelict (395–398). Has had no experience as to vessel losing her screw (401–406). Should not have started subject of derelicts, but for statement that the United States had asked co-operation of Government (407–409). Is aware that United States have only begun removing derelicts within the year, while it has been done in Great Britain for many years (410–419). Large passenger traffic is a reason for taking exceptional measures, but cannot say as to probable result of collision by large passenger steamer with floating derelict (420–427). Marking derelicts on chart is useful for navigating purposes, but not for sailors (428, 429).

"Jan Pietersoon Koen" struck a derelict, *Macdona*, 8.

"John Holland" (derelict), destroyed by "Kearsage," *Jaffe*, 164.

"Joseph Baymore" struck a derelict, *Macdona*, 8; struck off coast of North Carolina, possibly on sunken wreck, *Wharton*, 1871–1872.

"Kearsage" (United States derelict destroyer), *Macdona*, 3, 58, 142, 143, 150; *Jaffe*, 164, 267–273.

Kent, C. A. (analysis of his evidence):—

Is Secretary to the Trinity House (430). When floating derelicts are reported, steps are taken through district superintendent to deal with them under powers of the Removal of Wrecks Acts, 1877 and 1889 (432–434). Operations generally confined to wrecks on British side of Channel or North Sea, but Trinity House have sent as far as 120 miles (435–439). Lighthouse vessels are used for the purpose, and the cost, some 3,616*l.* per annum, is borne by Mercantile Marine Fund (440–448). Coasts of Scotland and Ireland dealt with by their own lighthouse authority (449, 450). Cannot remember any case of loss of life or property through collision with derelict (451). Text of instructions issued to district superintendents (452–454). Crew of Trinity House vessels, removing derelicts, seldom get salvage (455–463). Coasts under Trinity House jurisdiction may be said to be clear of wrecks (464–467). Many wrecks are dealt with outside territorial waters, and without regard to their nationality (468–476). Very few are British (477). Expense of dealing with (472–482). Derelicts dealt with are chiefly timber ships in the North Sea (483–489). Experience great difficulty in finding derelicts reported, and are often unsuccessful (490, 491). Consider that danger from, and number of, derelicts are much exaggerated (492, 493). Lighthouse vessels can only be used when they can be spared from their own work, and are not always available at once (494–500). No special instructions are given as to not destroying evidence of crime on board a derelict (501–505).

Kerr, Rear-Admiral Lord Walter (Chairman of the Committee). Personal experience as to losing blade of a screw (960–964). And as to meeting derelicts (964–966).

"Lady Lingar" became a derelict, *Macdona*, 8.

"Lakefield" became a derelict, *Macdona*, 9.

"Larne," alleged collision with a derelict, *Macdona*, 69–73. Nothing to show that she struck a spar, *Bullock*, 979.

Liverpool Journal of Commerce. List of derelicts published by, *Jaffe*, 182, 187–225; *Froud*, 1211–1214.

Lloyd's. Form for reporting derelicts, *Thomas*, 539-544; *Froud*, 1241–1244; *Hozier*, 1416–1420; *Andrew*, 1550–1555. Circulation of information by Lloyd's agents, *Williams*, 1818–1825, 1828.

Macdona, J. Cumming (Member of Parliament) (analysis of his evidence):—

Has had no personal contact with derelicts but has taken great interest in subject and has brought many cases before the House of Commons. Would refer to monthly charts published at Washington giving positions of derelicts reported (1, 2). Thinks that Great Britain should not be behind other nations in looking after interests of the marine service; and as personally interested (having three miles of shipping in his constituency), has brought a Bill into Parliament to provide for reporting of all derelicts to Lloyd's as a preliminary step. America has fitted up two vessels, "Kearsage" and "Vesuvius," for special purpose of destroying derelicts, and Great Britain should also set apart vessels for the purpose, which might also be used as experimental ships for practising new guns; they might also carry a large electric light at night so that passing vessels might report to them any derelicts seen (3). List of vessels known to have struck derelicts (4–8, 36–38). List of derelicts since 1887 (8–16). Main object of his Bill is to ensure reporting of all derelicts. Lloyd's is mentioned as being probably the quickest mode of obtaining information (17–21, 80–82, 89–100). Has no direct information as to collisions with derelicts but suggests it should be obtained from Hydrographer at Washington (22–26). Thinks that collisions with ice can be guarded against owing to warning given by change of temperature (27–29, 121–128). Would first try and clear North Atlantic and afterwards other routes (30–35). Quotes cases of "Glenrath" and "Cragside" (39–41). Thinks that two ships, not men-of-war, would be sufficient to destroy derelicts (42–47, 101–106). Was not aware of the decision of the Washington International Marine Conference in the matter, but thinks that Great Britain might reopen question (48–51, 74–79). Was unaware that America is only now doing what has been done on the coasts of Great Britain for many years (52–58, 144–150). Views as to best mode of dealing with derelicts when found and the danger arising from releasing cargoes of timber (58–68, 83–88, 107–108). As to the case of the "Larne" (69–73). Expense of searching for derelicts should be incurred even if only one ship is saved in 20 years (109–113). Case of the "City of Boston" (110 and 114), of the "Naronic" (116–126). If a sailor was warned of a derelict in the locality he would keep a better look-out (128–136). Cunard vessels take a more southerly route than others and might therefore see fewer derelicts (137–141). As to the American vessels "Kearsage" and "Vesuvius" (142–150). As to the life of a floating derelict (152–155).

"Manantico" became a derelict, *Macdona*, 12.

"Naronic" struck a derelict, *Macdona*, 6, 7, 115–126 *Jaffe*, 158, or, more probably, ice, *Jaffe*, 297–323; Court of Inquiry doubt her striking a derelict, *Bullock*, 979. Has little doubt she struck a derelict, *Ismay*, 1605, 1621–1652, 1680–1683.

"Norman" struck a derelict, *Macdona*, 8; struck a wreck on Brigantine shoal, *Bullock*, 976–978.

North Sea, many derelicts in, *Kent*, 483–489; *Rea* 1083–1114.

Notices to Mariners, Board of Trade system of, see *Beall* (analysis of his evidence).

"Oriflamme," long drift of, *Jaffe*, 162; was in South Pacific, *Bullock*, 979.

"Orrie V. Drisco" struck a derelict, *Macdona*, 8.

Parsell, Captain Henry (analysis of his evidence):—

Is commander of "Majestic," White Star Line (654). During 20 years' service in Atlantic has seen six or seven floating derelicts, but has no record of them (655–664). Has never struck either a derelict or ice (665–668). In certain circumstances collision with a derelict might damage "Majestic" seriously (670). Ordinarily displacement wave would throw off any floating spars, but on one occasion had a deck port rammed and broken by spar (671–678). A derelict with masts standing might be towed in when found (679–686). Submerged derelict might be blown up with dynamite (687, 688, 764–773). Does not fear con-

sequent danger from releasing cargo of timber (689). Thinks that unknown cause of loss of vessels is more likely to be derelicts than ice, though he has heard of more cases of striking ice than striking derelicts (690–696). American Government take great interest in question of derelicts. They publish chart showing all derelicts in Atlantic, and are talking of removing them (699–705). Any derelict seen by "White Star" captains is reported to their company, and if on passage out is at once telegraphed to Liverpool (706–709). Considers American Pilot Chart a very great guide on voyages (710–713, 742, 743, 826–831). Was aware that in Great Britain endeavours are made to remove obstructions to navigation within 20 miles of coast, but not that they sometimes send 100 miles in search of derelicts (714–724). Special vessel sent to patrol and look for derelicts in Atlantic would probably not see more than six or seven in 20 years (725). Life of a derelict would vary according to her nature; would make special case of special derelicts (726–737). Thinks there is more need to patrol Atlantic than other trade routes (738–741, 757–763, 853–857, 863, 864). Considers Board of Trade notices to mariners nearly equivalent to American chart (748–756). Does not think there is risk of the same derelict being reported over again as a different derelict (775–782). Owing to uncertainty of drift, actual position of derelict reported from New York could not be depended on by vessel starting from Liverpool (783–790). Has never been in collision with a derelict, or heard of such a collision, but thinks it more than probable that they are a cause of loss of ships (791–825). Has never turned "Majestic" an inch out of her way on account of derelicts marked on chart (826–831). If a derelict only lasts for 20 to 30 days, as estimated by U. S. Hydrographer, it is scarcely worth while to search for her (832–839). Searching vessels might find derelicts through information supplied by passing ships, but one vessel would not be of much use (840–847). Was not aware of result of searches made by British men-of-war (848). Importance of legislation as to deck-loading (849, 850). Mail steamers consider safety before speed (851, 852). Agrees that before spending public money on derelicts, government should have authentic information as to loss of life and property caused by them (858, 859). Damage from derelicts would probably be caused by the masts, &c sticking up (860–862).

"Paz (La)" struck a derelict, *Macdona*, 8; struck a rock, *Wharton*, 1871.

"Petty" became a derelict, *Macdona*, 12.

Rea, Captain Wm. (analysis of his evidence):—
Is in command of "Martello," Wilson Line, running to New York (1049–1051). During the 18 years he has been on that line has seen about 20 floating derelicts, but has never struck one (1052–1063, 1090–1096, 1113–1123). Gets information as to derelicts from Board of Trade monthly notices, and from United States monthly wreck chart and weekly bulletin (1064–1066). Effect of information is to cause look out to be doubled when in vicinity of danger mentioned (1067–1071, 1085, 1086). Floating baulks would damage a vessel if struck end on, and might be drawn into screw (1072–1076). Has not had much experience of ice (1077, 1078). Known no case in Wilson Line of damage through striking wreckage (1079, 1087–1089.) Has seen derelicts in North Sea, but never struck one (1081–1084). Timber laden derelict would float for several months, but ordinary cargo vessel not more than two or three weeks (1097–1103). Cannot say whether owners would permit delay on voyage in order to destroy a derelict (1104–1106). Only way their vessels could destroy a derelict would be by fire, which has not been found successful (1107–1112). Cunard Line would probably see fewer derelicts owing to their track being further North (1125–1134). Always tries to steer clear of derelicts marked on chart, making allowance for drift, but knowledge of them is no advantage to practical sailor, and creates anxiety (1135–1150). Considers that ice and derelicts are equally dangerous (1151–1176, 1192–1202). Derelicts seem to be partial (1177–1184). It would be difficult for search vessel to find a particular derelict on information a week old (1185–1191).

Removal of Wrecks Act, 1877. Provisions of, governing action of general Lighthouse Authorities, *Kent*, 434; *Froud*, 1341–1344.

"Riviere" probably struck bottom, *Wharton*, 1872.

"Robert P. Chandler" became a derelict, *Macdona*, 8.

"St. Enoch" struck wreckage or large fish, *Wharton*, 1872.

"San Francisco." Derelict destroyed by, *Jaffe*, 164.

"Seagull" struck a derelict, *Macdona*, 8.

Shipping &c. Gazette and Lloyd's List. Reports of derelicts are published in, *Hozier*, 1421–1427; paper is not seen by all masters, *Andrew*, 1556–1558.

"Star of India" became a derelict, *Macdona*, 9.

Street, J. E. (analysis of his evidence):—
Is Deputy Chairman of Lloyd's (1755). No additional premium is charged for insurance of vessels owing to the risk arising from derelicts (1756–1767, 1769–1783). Lloyd's would be glad to see Derelicts (Reports) Bill passed, but there is no general agitation on subject amongst underwriters, 1768.

"Tarifa" struck a derelict without receiving damage, *Thomas*, 508–510.

"Telemaque" became a derelict, *Macdona*, 12.

Thomas, Benjamin (analysis of his evidence):—
Is Marine Superintendent of Cunard Line, and has been crossing the Atlantic for 12 or 13 years (506, 507); in 1886, while on board of "Tarifa," ran into a derelict, but without receiving any damage (508–510; has never known of any damage from such a collision from experience (511). Has fallen in with five derelicts in all during 19 years (558–566), the "W. L. White" (512, 513) and some unknown vessels (514–520, 523). Collision with wreckage would probably damage ordinary vessels, but knows of no authenticated case (521–527). Ice is a thousand times more dangerous than derelicts (528, 529, 582–586). Derelicts are not dangerous in the ocean, but only near land (530, 531). Vessel in Atlantic looking for derelicts would not find them, and steamers would not stop to report to it (532, 533). Suggests giving bonus to any vessel which destroys a derelict (533, 534). Derelict might be destroyed by dynamite (535, 574–577). Does not think much danger would be caused by freeing cargo of timber (536–538, 546, 547). Cases of sighting derelicts are reported on a proper form to Lloyd's, not to the Custom House (539–544). Blade of propeller may be lost without striking wreckage (548, 549). Searching vessel could not see more than four miles (552, 553). Thinks that spars would be thrown away from propeller (554–557). Cunard captains signed memorial because they consider derelicts a source of anxiety (567–572). They cannot be more vigilant even if they receive notice of a derelict (573). A water-logged timber ship would not burn (578, 579).

Thorp, Joseph (analysis of his evidence):—
Is Trinity House Superintendent at Yarmouth, and has experience in dealing with derelicts (589–590). Particulars of some derelicts dispersed (591–614). Work of dispersing a wreck is very difficult (599, 600) and can only be done in fine weather (609). Only knows of two cases of damage through striking a derelict (615–618). Knows of no authenticated case of loss of propeller through contact with floating spars; tendency of water to throw spars off from stern of vessel (619–623). Vessels used for dispersing derelicts are about 300 tons, and can only work in fine weather (624–633). It would be very difficult to find a derelict in the Atlantic. Trinity House only find about one in every three they look for (635–640). Does not consider whether derelict has been scuttled (645). Derelicts are generally too saturated for burning (648). Particulars of some derelicts towed in (649, 650). Towing in the Atlantic would be very difficult, and can only be done in fine weather (651–653).

Trinity House, Action of, in Removing Derelicts.
See *Kent*, analysis of his evidence; See *Thorp*, analysis of his evidence.

United States, Action of, for Destruction of Derelicts, *Macdona*, 3, 52, 58, 144–150; *Jaffe* 162–165, 267–275, 410–414; *Parsell*, 702–705; *Wharton*, 1872.

United States Publication, (Wrecks, &c., in North Atlantic, 1887–1893) examination of, see *Wharton* (analysis of his evidence).

"Vesta Linden" became a derelict, *Macdona*, 12.

"Vesuvius" (United States derelict destroyer), *Macdona*, 3; *Jaffe*, 164, 413, 414.

"Vincenzo Peratta" became a derelict, *Macdona*, 12.

"W. L. White" became a derelict, *Macdona*, 12; passed by "Cephalonia," *Thomas*, 512–517.

Washington International Marine Conference, 1889. Was not aware of decision of, *Macdona*, 48–51, 74–79; is aware of it, *Ismay*, 1603.

Wharton Captain, W. J. L., R.N. (A Member of the Committee) (analysis of his evidence):—

Is Hydrographer to the Royal Navy (1868). Has examined United States publication as to Wrecks and Derelicts in North Atlantic Ocean; 1887–1893 (1869), with following results: (*a*) of identified derelicts reported more than once, large proportion were off American coast (1870). (*b*) derelicts reported but once, include 87 vessels not properly so described. (*c*) in list of unidentified derelicts there are probably many cases of repetition. (*d*) of 10 cases of alleged total loss through collision with derelicts, six were due to other causes, and one was outside limits of inquiry (1871, 1872). (*e*) of 23 cases of alleged damage through collision with derelicts, only five were in open Atlantic, and the official report of the only British vessel among them does not bear out statement. (*f*) of 11 vessels stated to have received slight damage, only two were in open Atlantic. (*g*) of 17 other collisions, 12 were on American coast, and official reports of two of the five others do not bear out statement. (*h*) of 16 cases included under heading "*Additional Reports of Collisions with Derelicts*," seven are cases of striking sunken wrecks, (*i*) the only derelicts destroyed by the United States Government were two near land and one accidentally rammed (1872). Is of opinion that list has been compiled with very little inquiry, (1874–1878). If by vessels described in list as destroyed by fire is meant vessels burnt to water's edge, danger to navigation in such cases would be much increased (1875–1877).

Williams, D. G. (analysis of his evidence):—

Is Collector of Customs at Liverpool (1784). Captains of vessels are bound, under Customs Consolidation Act, to report to collector any wreck fallen in with, including derelicts (1785–1797, 1807–1813). Inquiries into wrecks are made by Receiver of Wreck under Merchant Shipping Act (1797–1800). Suggests that full information as to derelicts fallen in with should be given to Receiver (1801–1806, 1814), and sent by him to Board of Trade (1815–1817, 1820–1827, 1831–1841, 1843–1852). At present Lloyd's agents glean the information, and circulate it rapidly (1818, 1825–1828). Board of Trade pay a small fee for prompt statements by Customs officers (1830). Reports of ice cannot be included under Act (1842, 1853–1859). The word "derelict" is not used in making inquiries as to wreck fallen in with (1851). His evidence applies to smaller ports as much as to Liverpool (1861–1865). Has power to call for production of ship's log (1866, 1867).

"Wyer G. Sargent" became a derelict, *Macdona*, 9.

LOSS OF LIFE AT SEA.

RETURN to an Order of the Honourable The House of Commons, dated 16 March 1894 ;—*for*,

COPY "of RETURN of the Loss of LIFE at SEA for the Years 1891 and 1892 (in continuation of Parliamentary Paper, No. 342, of Session 1892)."

Board of Trade, 27 March 1894.

COURTENAY BOYLE, Secretary.

TABLE showing the LIVES LOST by WRECK, DROWNING, or other ACCIDENT in BRITISH MERCHANT SHIPS registered in the UNITED KINGDOM.

CALENDAR YEARS, 1891 AND 1892.

YEAR.	Masters and Seamen Employed.	Lives Lost. Drowned. Masters and Seamen Lost by Wrecks and Casualties.	Drowned. Masters and Seamen Lost when Vessel was not Damaged.	Drowned. TOTAL.	Masters and Seamen Lost by Accident other than Drowning.	Total Number Lost by Drowning and other Accident.	Per-centages and Proportions. Lives Lost by Drowning of Persons employed.	Lives Lost by Drowning and other Accident of Persons employed.	Total Number of Lives Lost in Merchant Ships Registered in the United Kingdom. Crew.	Passengers (lost by Wreck only).	TOTAL.
	(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(7.)	(8.)	(9.)	(10.)	(11.)
1891 Sailing -	63,357	739	244	983	83	1,066	1·55 or 1 in 64	1·68 or 1 in 59	1,066	12	1,078
1891 Steam	154,890	395	281	676	150	826	·44 or 1 in 229	·53 or 1 in 188	826	*566	*1,392
TOTAL - -	218,247	1,134	525	1,659	233	1,892	·76 or 1 in 132	·87 or 1 in 115	1,892	*578	*2,470
1892 Sailing -	63,618	677	261	938	90	1,028	1·47 or 1 in 68	1·62 or 1 in 62	1,028	31	1,059
1892 Steam -	155,942	389	280	669	138	807	·43 or 1 in 233	·52 or 1 in 193	807	67	874
TOTAL - -	219,560	1,066	541	1,607	228	1,835	·73 or 1 in 137	·84 or 1 in 120	1,835	98	1,933

*Including 555 passengers lost in the S.S. "Utopia" in collision with H.M.S. "Anson."

Marine Department, March 1894.

Ingram B. Walker, Assistant Secretary.

LOSS OF LIFE AT SEA.

COPY of Return of the Loss of Life at Sea for the Years 1891 and 1892 (in continuation of Parliamentary Paper, No. 342, of Session 1892).

(*Mr. Burt.*)

Ordered, by The House of Commons, *to be Printed,*
16 *March* 1894.

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32.

MERCHANT SEAMEN'S FUND.

ACCOUNT

OF THE

RECEIPT AND EXPENDITURE

UNDER THE

SEAMEN'S FUND WINDING-UP ACT,

From 1st January to 31st December 1893.

(*Pursuant to Act* 14 *&* 15 *Vict. c.* 102, *s.* 59.)

Ordered, by The House of Commons, *to be Printed,*
11 *July* 1894.

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90, West Nile Street, Glasgow; or
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214.

AN ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND WINDING-UP ACT, from 1st January to 31st December 1893

RECEIPTS.	£. s. d.	PAYMENTS.	£. s. d.	£. s. d.
To Balance in hand on 1st January 1893, as shown in the preceding Account, to 31st December 1892	4,697 12 4	By Amount paid for Pensions and Commutation of Pensions		9,498 11 2
To Amount of the Vote of Parliament for the Year ending 31st March 1894	9,600 – –	By Saving on the Parliamentary Vote, 1891–92, surrendered		1,049 16 9
				10,548 7 11
		By Balance in hand on 31st December 1893, as under, viz.:—		
		Amount in the Exchequer	3,600 – –	
		Amount in hands of Her Majesty's Paymaster General (adjusted for outstanding Transfers)	276 18 1	
			3,876 18 1	
		Less, Balance due on sundry Accounts	127 13 8	
				3,749 4 5
£.	14,297 12 4	£.		14,297 12 4

The net Amount of Contributions received from Masters and Seamen during the Year 1893 was 4 *l.* 17 *s.* 4 *d.*

Board of Trade,
10 July 1894.

Cosmo Monkhouse,
Assistant Secretary.

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Granted in the Years 1892 and 1893.

Rate of Pension.	Class of Pensioners.	1892.		1893.	
		Number.	Amount.	Number.	Amount.
£. s. d.			£. s. d.		£. s. d.
6 16 –	Masters	4	27 4 –	2	13 12 –
3 8 –	Seamen	5	17 – –	1	3 8 –
4 8 –	Widows of Masters	20	88 – –	20	88 – –
2 4 –	Widows of Seamen	13	28 12 –	12	26 8 –
2 4 –	Children of Masters	1	2 4 –	–	—
1 2 –	Children of Seamen	–	—	–	—
		43	163 – –	35	131 8 –

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, which Expired in the Years 1892 and 1893, as reported to the Board of Trade, in addition to those which have ceased to be claimed by Pensioners.

Class of Pensioners.	1892.		1893.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
Masters	49	333 4 –	31	210 16 –
Seamen	21	71 8 –	14	47 12 –
Widows of Masters	81	331 12 6	64	274 16 –
Widows of Seamen	47	92 17 4	49	100 8 –
Children of Masters	–	—	–	—
Children of Seamen	–	—	–	—
	198	829 1 10	158	633 12 –

COMPARATIVE STATEMENT of the NUMBER of PENSIONERS upon the FUND on the 31st December 1892 and 31st December 1893; distinguishing between Men, Women, and Children, and between different Scales of Pensions; and giving the Total Amount of Pensions of each Class.

Class of Pensioners.	1892.		1893.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
Masters	574	3,956 13 2	545	3,759 9 2
Seamen	701	2,504 9 6	688	2,460 5 6
Widows of Masters	1,949	7,652 10 11	1,905	7,465 14 11
Widows of Seamen	2,079	4,677 18 7	2,042	4,603 18 7
Children of Masters	231	376 18 –	231	376 18 –
Children of Seamen	263	233 11 –	263	233 11 –
	5,797	19,402 1 2	*5,674	18,899 17 2

* The number of pensions paid during the quarter ended 31st December 1893 was 2,507. The difference between these numbers results, it is presumed, from deaths of pensioners whose pensions have necessarily ceased to be claimed, but of whose deaths the Board of Trade have no official knowledge.

AN ACCOUNT of the PROPERTY and MONEYS held by the TRUSTEES of the MERCHANT SEAMEN'S FUND, at the undermentioned PORTS, for Special Purposes distinct from the General Purposes of the FUND, and the Receipt and Expenditure for the same, for the Year 1893.

Sunderland	Freehold Ground in Assembly Garth, whereon are built several Houses and a Seamen's Hall; also 13 Houses in Trafalgar-square, Sunderland, subject to a Ground-rent of 5 *l.* per annum. £. 2,000 Bond of Commissioners of the River Wear. Cash received for Rents, Interest on Bond, Bequest, and Donations (including last year's Balance of 64 *l.* 5 *s.* 2 *d.*), 186 *l.* 16 *s.* 3 *d.* Cash paid for Salaries, Ground-rent, Insurance, Repairs, Water-rate, and Sundries, 133 *l.* 7 *s.* 9 *d.* Balance in hands of Secretary, 53 *l.* 8 *s.* 6 *d.*
Rye	Three Leasehold Cottages, subject to a Ground-rent of 13 *s.* 4 *d.* per annum, and 600 *l.* Two and three-quarters per Cent. Consolidated Stock. Cash received from Rent from the Inmates, and Dividends on Consols (including last year's Balance of 34 *l.* 8 *s.*), 53 *l.* 4 *s.* 4 *d.* Cash paid for Poor-rate, Borough-rate, and Ground-rent, 1 *l.* 19 *s.* 2 *d.*; Relief granted, 16 *l.* Total Payments, 17 *l.* 19 *s.* 2 *d.* Balance in the hands of the Trustees and in Bank, 35 *l.* 5 *s.* 2 *d.*
Boston	Twelve Almshouses. Cash received for Rent from Inmates (including last year's Balance of 12 *s.* 11 *d.*), 8 *l.* 12 *s.* 11 *d.* Cash paid for Insurance and Water-rate, 4 *l.* 8 *s.* 6 *d.*; Sundries, 5 *s.*; Total Payments, 4 *l.* 13 *s.* 6 *d.* Balance in Treasurer's hands, 3 *l.* 19 *s.* 5 *d.*
Scarborough	Sixty-seven Dwellings or Buildings, called the Seamen's Hospital, and Trinity House. Bequest of 837 *l.* Two and three-quarters per Cent. Consolidated Stock. 98 *l.* 12 *s.* 11 *d.* - - - ditto - - - ditto. 500 *l.* Invested on Mortgage at Four per Cent. Received for Dividends, 45 *l.* 4 *s.* 4 *d.*; Rents, &c., 46 *l.* 18 *s.*; Total Receipts (including last year's Balance of 85 *l.* 16 *s.*), 177 *l.* 18 *s.* 4 *d.* Cash paid to Inmates of the Houses, 28 *l.* 13 *s.* 6 *d.*; Salaries, 3 *l.* 12 *s.*; Insurance, Gas, and Water-rates, Repairs and Sundries, 69 *l.* 2 *s.* 8 *d.*; Total Payments, 101 *l.* 8 *s.* 2 *d.* Balance in the hands of Trustees, 76 *l.* 10 *s.* 2 *d.*
Whitby	Fifty Tenements, called Seamen's Hospital Houses. 730 *l.* 1 *s.* 2 *d.* Two and three-quarters per Cent. Consolidated Stock. Cash received for Rent and Dividends (including last year's Balance of 5 *l.* 6 *s.* 11 *d.*), 24 *l.* 4 *s.* 7 *d.* Cash paid for Repairs, Insurance, Coals distributed to Inmates, and Sundries, 16 *l.* 1 *s.* 11 *d.* Balance in hands of Trustees, 8 *l.* 2 *s.* 8 *d.*
Liverpool	£. 1,600 Bonds of the Mersey Docks and Harbour Board, received from the Committee of the Nelson Fund. Cash received for Interest on Bonds and on Deposit at Bank (including last year's Balance of 44 *l.* 2 *s.*), 105 *l.* – *s.* 11 *d.* Cash paid to pensioners, 67 *l.* 10 *s.*; Total Payments, 67 *l.* 10 *s.* Balance in the Bank, 37 *l.* 10 *s.* 11 *d.*

MERCHANT SEAMEN'S FUND.

ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND WINDING-UP ACT from 1 January to 31 December 1893.

(*Pursuant to Act* 14 & 15 *Vict. c.* 102, *s.* 59.)

Ordered, by The House of Commons, *to be Printed*,
11 *July* 1894.

[*Price* 1 *d.*]

214. *Under* 1 *oz.*

MERCHANT SHIPPING (LIFE-SAVING APPLIANCES).

COPY

OF

RULES

MADE BY THE BOARD OF TRADE

UNDER

"THE MERCHANT SHIPPING (LIFE-SAVING APPLIANCES) ACT, 1888" (51 & 52 Vict. c. 24).

To come into effect on the 1st day of June 1894.

Board of Trade,
13 March 1894.

COURTENAY BOYLE,
Secretary.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons *to be Printed,*
14 *March* 1894.

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JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

23.

RULES made by the Board of Trade under "The Merchant Shipping (Life-Saving Appliances) Act, 1888," (51 & 52 Vict. c. 24), to come into effect on the 1st day of June 1894.

At the Council Chamber, Whitehall.

This 9th day of March 1894.

Present:

The Right Honourable A. J. Mundella, M.P., &c.

In pursuance of the provisions of the Merchant Shipping (Life-Saving Appliances) Act, 1888, the Board of Trade do hereby make the annexed Rules relating to Life-Saving Appliances, in substitution of any Rules heretofore made under the said Act, and do hereby direct that these Rules shall come into effect on the 1st day of June 1894.

(signed) A. J. Mundella.

"MERCHANT SHIPPING (LIFE-SAVING APPLIANCES) ACT, 1888."

FOR the purposes of these Rules, British ships shall be arranged into the following classes:—

PAGE

Division (A).

CLASS 1 - - - - - - - - - - - - 5

Steamships carrying emigrant passengers subject to all the provisions of the "Passengers Acts."

CLASS 2 - - - - - - - - - - - - - 6

Foreign-going steamships having passenger certificates under the "Merchant Shipping Acts."

CLASS 3 - - - - - - - - - - - - - 6

Steamships having passenger certificates under the "Merchant Shipping Acts" authorising them to carry passengers anywhere within the home-trade limits; that is to say, between places in the United Kingdom, or between the United Kingdom and ports in Europe between the River Elbe and Brest.

CLASS 4 - - - - - - - - - - - - 7

Foreign-going steamships not certified to carry passengers.

Division (B).

CLASS 1 - - - - - - - - - - - - 7

Sailing ships carrying emigrant passengers subject to all the provisions of the "Passengers Acts."

CLASS 2 - - - - - - - - - - - - - 8

Foreign-going sailing ships carrying passengers, but not subject to all the provisions of the "Passengers Acts."

CLASS 3 - - - - - - - - - - - - - 8

Foreign-going sailing ships not carrying passengers.

CLASS 4 - - - - - - - - - - - - - 8

Sailing ships carrying passengers anywhere within the home-trade limits.

Division (C).

CLASS 1 - - - - - - - - - - - - - 9

Steamships not certified to carry passengers plying anywhere within the home-trade limits.

CLASS 2 - - - - - - - - - - - - - 9

Sailing ships in the same trades not carrying passengers.

PAGE

Division (D).

CLASS 1 - - - - - - - - - - - - - - 9

Steamships having passenger certificates authorising them to carry passengers within certain specified limits of the home trade; that is to say, on short specified passages along the coasts of the United Kingdom, or between Great Britain and Ireland, or between Great Britain or Ireland and the Isle of Man.

CLASS 2 - - - - - - - - - - - - - - 10

Steamships carrying passengers in estuaries or mouths of rivers, or on short excursions or pleasure trips to sea.

CLASS 3 - - - - - - - - - - - - - - 10

Steamships not certified to carry passengers but employed solely in the coasting trade.

CLASS 4 - - - - - - - - - - - - - - 10

Sailing ships not carrying passengers but employed solely in the coasting trade.

CLASS 5 - - - - - - - - - - - - - - 11

Steam fish carriers, tug boats, and steam lighters which proceed to sea.

CLASS 6 - - - - - - - - - - - - - - 11

Steam launches proceeding for short distances to sea.

Division (E).

CLASS 1 - - - - - - - - - - - - - - 11

Steamships carrying passengers on rivers, lakes, or land locked inland waters, but not going to sea or into rough waters.

CLASS 2 - - - - - - - - - - - - - - 11

Tug boats and steam lighters which do not proceed to sea.

CLASS 3 - - - - - - - - - - - - - - 12

Hulks, dredgers, steam hoppers, &c., which proceed to sea and which do not proceed to sea.

GENERAL RULES - - - - - - - - - - 12

APPENDIX - - - - - - - - - - - - 15

DIVISION (A).—Class 1.

RULES for Steamships carrying Emigrant Passengers subject to all the Provisions of the "Passengers Acts."

(*a.*) Ships of Division (A) Class 1, shall carry boats placed under davits, fit and ready for use, and having proper appliances for getting them into the water, in number and capacity as prescribed by the Table in the Appendix to these Rules; such boats shall be equipped in the manner required by and shall be of the description defined in the General Rules appended hereto.

(*b.*) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the Table must declare before the collector or other officers of Customs, at the time of clearance, that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person, or "statute adult."

(*c.*) Not less than half the number of boats placed under davits having at least half the cubic capacity required by the Tables, shall be boats of Section (A), or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C), or Section (D), provided that not more than two boats shall be of Section (D).

(*d.*) If the boats placed under davits in accordance with the Table do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible or other boats of approved description (whether placed under davits or otherwise) or approved life rafts shall be carried. One of these boats may be a steam launch; but in that case the space occupied by the engines and boilers is not to be included in the estimated cubic capacity of the boat.

Subject to the provisions contained in paragraph (*f.*) of these rules, such additional boats or rafts shall be of at least such carrying capacity that they and the boats required to be placed under davits by the Table provide together in the aggregate, in vessels of 5,000 tons gross and upwards, three-fourths, and in vessels of less than 5,000 tons gross, one-half, more than the minimum cubic contents required by Column 3 of that Table. For this purpose 3 cubit feet of air case in the life raft is to be estimated as 10 cubic feet of internal capacity. Provided always that the rafts will accommodate all the persons for which they are to be certified under the rules, and also have 3 cubic feet of air case for each person.

All such additional boats or rafts shall be placed as conveniently for being available as the ship's arrangements admit of, having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage.

(*e.*) In addition to the life-saving appliances before mentioned, ships of this class shall carry not less than one approved life-buoy for every boat placed under davits. They shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(*f.*) Provided nevertheless that no ship of this class shall be required to carry more boats or rafts than will furnish sufficient accommodation for all persons on board.

DIVISION (A).—Class 2.

RULES for Foreign-going Steamships having Passenger Certificates under the "Merchant Shipping Acts."

Ships of this class shall be subject to the same requirements as those in Division (A), Class 1.

DIVISION (A).—Class 3.

RULES for Steamships having Passenger Certificates under the "Merchant Shipping Acts" authorising them to carry Passengers anywhere within the Home Trade Limits; that is to say, between places in the United Kingdom or between the United Kingdom and Ports in Europe between the River Elbe and Brest.

(*a.*) Ships of this class shall carry boats placed under davits in accordance with the Table.

(*b.*) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the Table must declare before the collector or other officer of Customs that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person, or "statute adult."

(*c.*) Not less than half the number of boats placed under davits shall be boats of Section (A), or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C), or Section (D), provided that not more than two boats shall be of Section (D).

(*d.*) If the boats placed under davits in accordance with this requirement do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts, or approved buoyant deck seats, or other approved buoyant deck fittings, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by the Table provide together in the aggregate one-half more than the minimum cubic contents provided by Column 3 of that Table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity. Provided always that the rafts will accommodate all the persons for which they are to be certified under the rules, and also have 3 cubic feet of air case for each person.

(*e.*) Ships of this class shall carry not less than six approved life-buoys.

(*f.*) They shall also carry, in addition to the boats and appliances required above, approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(*g.*) Provided nevertheless that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

DIVISION (A).—Class 4.

RULES for Foreign-going Steamships not certified to carry Passengers.

(*a.*) Ships of this class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on one side shall be a boat of Section (A), or Section (B), and on the other side shall be a boat of Section (A), or Section (B), or Section (C)), that the boats on each side of the ship shall be sufficient to accommodate all persons on board.

(*b.*) They shall carry approved life-belts, so that there may be one for each person carried on board the ship.

(*c.*) They shall carry not less than six approved life-buoys.

In the case of small steamships a discretion may be exercised by the Board of Trade to modify the requirements as to boats.

DIVISION (B).—Class 1.

RULES for Sailing Ships carrying Emigrant Passengers subject to all the Provisions of the "Passengers Acts."

(*a.*) Ships of Division (B), Class 1, shall carry boats in accordance with the Table, and such boats shall be as far as practicable placed under davits, with proper appliances for getting them into the water. All boats not placed under davits are to be so carried that they can be readily got into the water.

(*b.*) Not less than half the number of boats placed under davits having at least half the cubic capacity required by the Tables, shall be boats of Section (A), or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C), or Section (D), provided that not more than two boats shall be of Section (D).

(*c.*) If the boats placed under davits in accordance with the Table do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts shall be carried. One of these boats may be a steam launch ; but in that case the space occupied by the engines and boilers is not to be included in the estimated cubic capacity of the boat.

Subject to the provisions contained in paragraph (*e*) of these rules, such additional boats or rafts shall be of at least such carrying capacity that they and the boats required to be placed under davits by the Table, provide together in the aggregate three-fourths more than the minimum cubic contents required by Column 3 of that Table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity. Provided always that the rafts will accommodate all the persons for which they are to be certified under the rules, and also have 3 cubic feet of air case for each person.

All such additional boats or rafts shall be placed as conveniently for being available as the ship's arrangements admit of, having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage.

(*d.*) In addition to the life-saving appliances before mentioned, ships of this class shall carry not less than one approved life-buoy for every boat required by the rules to be placed under davits. They shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(*e.*) Provided nevertheless that no ship of this class shall be required to carry more boats or rafts than will furnish sufficient accommodation for all persons on board.

DIVISION (B).--Class 2.

RULES for Foreign-going Sailing Ships carrying Passengers, but not subject to all the Provisions of the "Passengers Acts."

Ships of this class shall be subject to the same requirements as those in Division (B), Class 1.

DIVISION (B).—Class 3.

RULES for Foreign-going Sailing Ships not carrying Passengers.

(*a.*) Ships of this class shall carry a boat or boats of Sections (A) or (B) sufficient for all the persons on board, and in addition thereto one good serviceable boat of Section (D). Such boats shall as far as practicable having due regard to their safety at sea, be placed under davits, with proper appliances for getting them quickly into the water; all boats not placed under davits are to be so carried that they can readily be got into the water to the satisfaction of the Board of Trade officer.

(*b.*) They shall carry approved life-belts as required for ships in Division (B), Class 1, and also one life-buoy for each boat of wood or metal.

In the case of small vessels a discretion may be exercised by the Board of Trade to modify the boat requirements.

DIVISION (B).—Class 4.

Sailing Ships carrying Passengers anywhere within the Home Trade Limits

(*a.*) Ships of this class shall carry a boat or boats of Sections (A) and (B) or (C) sufficient for all the persons on board. Such boats shall be as far as practicable under davits; all boats not placed under davits are to be so carried that they can readily be got into the water to the satisfaction of the Board of Trade officer.

(*b.*) They shall carry four life-buoys and a life-belt or other similar approved article for each person on board.

DIVISION (C.)—Class 1.

RULES for Steamships not certified to carry Passengers plying anywhere within the Home Trade Limits.

(*a.*) Ships of this class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on each side shall be a boat of Section (A), or of Section (B), or of Section (C),) that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.

(*b.*) They shall also carry approved life-belts, so that there may be at least one for each person carried on board the ship.

(*c.*) They shall also carry not less than four approved life-buoys.

DIVISION (C).—Class 2.

RULES for Sailing Ships in the same Trades not carrying Passengers.

(*a.*) Ships of this class shall carry a boat or boats of wood or metal, at least sufficient for all persons on board, and in such a position as to be readily got into the water. Each boat shall be provided with one gallon of vegetable or animal oil, and a vessel of an approved pattern for distributing it in the water in rough weather.

(*b.*) Ships of this class shall also carry an approved life-belt for each person on board.

(*c.*) They shall also carry at least two approved life-buoys.

DIVISION (D).—Class 1.

RULES for Steamships having Passenger Certificates authorising them to carry Passengers within certain specified Limits of the Home Trade; that is to say, on short specified Passages along the Coasts of the United Kingdom, or between Great Britain and Ireland, or between Great Britain or Ireland and the Isle of Man.

(*a.*) Ships of this class shall, according to their tonnage, carry boats placed under davits, as required by the Table.

(*b.*) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the Table must declare before the collector or other officer of Customs that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person, or "statute adult." Not less than half the number of boats placed under davits having at least half the cubic capacity required by the Tables, shall be of boats Section (A) or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowners, conform to Section (C) or Section (D), provided that not more than two boats shall be of Section (D).

(*c.*) If the boats placed under davits in accordance with the above requirements do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of

approved description (whether placed under davits or otherwise), or approved life-rafts, or approved buoyant deck seats, or other approved buoyant deck fittings, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by the Table provide together in the aggregate one-half more than the minimum cubic contents provided by column 3 of the Table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity; provided always that the rafts will accommodate the persons for which they are certified under the rules, and also have 3 cubic feet of air case for each person.

(*d.*) Ships of this class shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(*e.*) At least one approved life-buoy shall also be provided for each boat of wood or metal carried by the ship, but in no case shall less than six approved life-buoys be provided.

(*f.*) Provided nevertheless that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

DIVISION (D).—Class 2.

Steamships carrying passengers in estuaries or mouths of rivers, or on short excursions or pleasure trips to sea :—

(*a.*) Ships of this class shall carry at least two boats of Section (A), or Section (B), or Section (C), placed under davits, and with proper appliances for getting them into the water.

(*b.*) They shall also carry other boats, approved buoyant apparatus, and (or) approved life-belts sufficient (with the boats required by paragraph (*a.*)) to keep afloat all the persons on board the ship.

(*c.*) At least four approved life-buoys shall be carried.

DIVISION (D).—Class 3.

Steamships not certified to carry passengers, and employed solely in the coasting trade :—

(*a.*) Ships of this class shall carry one boat of Sections (A), (B), or (C), so fitted that it can be readily put out on either side of the ship, and amply sufficient to carry all the persons on board.

(*b.*) They shall carry two approved life-buoys.

(*c.*) They shall carry life-belts, so that there may be one for each person on board the ship.

DIVISION (D).—Class 4.

Sailing ships not carrying passengers, and employed solely in the coasting trade :—

(*a.*) Ships of this class shall carry one boat so fitted that it can be readily put out on either side of the ship, and amply sufficient to carry all the persons on board.

(*b.*) They shall carry two approved life-buoys.

(*c.*) They shall carry life-belts so that there may be one for each person on board the ship.

DIVISION (D).—Class 5.

Steam fish carriers, tug boats, and steam lighters which proceed to sea:—

(*a.*) Ships of this class shall carry one boat of Sections (A), (B) or (C), so fitted that it can be readily put out on either side of the ship, and amply sufficient to carry all the persons on board

(*b.*) They shall carry two approved life-buoys.

(*c.*) They shall carry life-belts, so that there may be one for each person on board the ship.

DIVISION (D).—Class 6.

Steam launches proceeding for short distances to sea:—

(*a.*) Steam launches are themselves little more than boats, and therefore shall not be required to carry boats.

(*b.*) They shall carry two approved life-buoys.

(*c.*) They shall carry life-belts, so that there may be one for each person on board.

DIVISION (E).—Class 1.

RULES for Steamships carrying Passengers on Rivers, Lakes, or land-locked inland waters, but not going to Sea, or into Rough Waters.

(*a.*) Ships of this class shall carry one boat in such a position that it can readily be got into the water. They shall also carry approved buoyant apparatus or approved life-belts and approved life-buoys at least sufficient, together with the boat, to keep afloat all persons carried on board.

(*b*) At least four approved life-buoys shall be carried.

Note.—A discretion may be exercised by the Board of Trade to relieve steam launches, steamers plying in narrow waters, and ferry boats, from the operation of the whole or part of Rule (*a.*) of this Class.

DIVISION (E).—Class 2.

Tug boats and steam lighters which do not proceed to sea:—

(*a.*) These vessels shall carry one boat of any Section sufficient to carry all the persons on board.

(*b.*) They shall carry two approved life-buoys.

(*c.*) They shall carry approved life-belts, so that there may be one for each person on board.

DIVISION (E).—Class 3.

Hulks. dredgers, steam hoppers, &c.

If these vessels do not proceed to sea from one port to another they shall carry the same boats and appliances as provided for in Class 2.

If they proceed to sea from one port to another they shall carry in addition one boat of Sections (A), (B), or (C) sufficient to carry all the persons on board, and with proper appliances to enable it to be put out readily on either side of the ship.

GENERAL RULES.

(1.) Boats.—All boats shall be constructed and properly equipped as provided by these Rules, and all boats and other life-saving appliances are to be kept ready for use to the satisfaction of the Board of Trade. Internal buoyancy apparatus may be constructed of wood, or of copper or yellow metal of not less than 18 ozs. to the superficial foot, or of other durable material.

Section (A).—A boat of this section shall be a life-boat, of whale-boat form, properly constructed of wood or metal, having for every 10 cubic feet of her capacity computed as in Rule (2), at least 1 cubic foot of strong and serviceable inclosed air-tight compartments, so constructed that water cannot find its way into them. In the case of metal boats an addition will have to be made to the cubic capacity of the air-tight compartments, so as to give them buoyancy equal to that of the wooden boat.

Section (B).—A boat of this section shall be a life-boat, of whale-boat form, properly constructed of wood or metal, having inside and outside buoyancy apparatus together equal in efficiency to the buoyancy apparatus provided for a boat of Section (A). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (C).—A boat of this section shall be a life-boat, properly constructed of wood or metal, having some buoyancy apparatus attached to the inside and (or) outside of the boat equal in efficiency to one-half of the buoyancy apparatus provided for a boat of Section (A) or Section (B). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (D.)—A boat of this section shall be a properly constructed boat of wood or metal.

Section (E.)—A boat of this section shall be a boat of approved construction, form, and material, and may be collapsible.

(2.) Cubic Capacity.—The cubic capacity of a boat shall be deemed to be her cubic capacity, ascertained (as in measuring ships for tonnage capacity) by Stirling's rule; but as the application of that rule entails much labour, the following simple plan, which is approximately accurate, may be adopted for general purposes, and when no question requiring absolute correct adjustment is raised:—

Measure the length and breadth outside and the depth inside. Multiply them together and by ·6; the product is the capacity of the boat in cubic feet. Thus a boat 28 ft. long, 8 ft. 6 in. broad, and 3 ft. 6 in. deep, will be regarded as having a capacity of $28 \times 8{\cdot}5 \times 3{\cdot}5 \times {\cdot}6 = 499{\cdot}8$, or 500 cubic feet. If the oars are pulled in rowlocks, the bottom of the rowlock is to be considered the gunwale of the boat for ascertaining her depth.

(3.) NUMBER of PERSONS for BOATS.—The number of persons a boat of Section (A) shall be deemed fit to carry shall be the number of cubic feet ascertained as in Rule (2) divided by 10.

The number of persons a boat of Section (B), Section (C), Section (D), or Section (E) shall be deemed fit to carry shall be the number of cubic feet ascertained as in Rule (2) divided by 8. The space in the boat shall be sufficient for the seating of the persons carried in it, and for the proper use of the oars.

(4.) APPLIANCES for lowering BOATS.—Appliances for getting a boat into the water must fulfil the following conditions:—Means are to be provided for speedily, but not necessarily simultaneously or automatically, detaching the boats from the lower blocks of the davit tackles; the boats placed under davits are to be attached to the davit tackles and kept ready for service; the davits are to be strong enough and so spaced that the boats can be swung out with facility; the points of attachment of the boats to the davits are to be sufficiently away from the ends of the boats to ensure their being easily swung clear of the davits; the boats' chocks are to be such as can be expeditiously removed; the davits, falls, blocks, eyebolts, rings, and the whole of the tackling are to be of sufficient strength; the boats' falls are to be long enough to lower the boat into the water with safety when the vessel is light. The life-lines shall be fitted to the davits and be long enough to reach the water when the vessel is light; and hooks are not to be attached to the lower tackle blocks.

(5.) EQUIPMENTS FOR COLLAPSIBLE OR OTHER BOATS AND FOR LIFE-RAFTS.—In order to be properly equipped, each boat shall be provided as follows:—

(*a.*) With the full single-banked complement of oars, and two spare oars.

(*b.*) With two plugs for each plug-hole, attached with lanyards or chains, and one set and a half of thole pins or crutches, attached to the boat by sound lanyards.

(*c.*) With a sea-anchor, a baler, a rudder and a tiller, or yoke and yoke lines, a painter of sufficent length, and a boat-hook. The rudder and baler to be attached to the boat by sufficiently long lanyards, and kept ready for use. In boats where there may be a difficulty in fitting a rudder a steering oar may be provided instead.

(*d.*) A vessel to be kept filled with fresh water shall be provided for each boat.

(*e*). Life-rafts shall be fully provided with a suitable approved equipment.

(6.) ADDITIONAL EQUIPMENTS FOR BOATS OF SECTION (A) AND SECTION (B).—In order to be properly equipped, each boat of Sections (A) and (B) in addition to being provided with all the requisites laid down in Rule (5), shall be equipped as follows, but not more than four boats in any one ship require to have this outfit, and where boats of Sections (A) or (B) are carried in lieu of boats of Sections (C) or (D), this additional outfit need not be insisted on:—

(*a.*) With two hatchets or tomahawks, one to be kept in each end of the boat, and to be attached to the boat by a lanyard.

(*b.*) With a mast or masts, and with at least one good sail, and proper gear for each.

(*c.*) With a line becketted round the outside of the boat and securely made fast.

(*d.*) With an efficient compass.

(*e.*) With one gallon of vegetable or animal oil, and a vessel of an approved pattern for distributing it in the water in rough weather.

(*f.*) With a lantern trimmed, with oil in its receiver sufficient to burn eight hours.

(7.) NUMBER OF PERSONS FOR LIFE-RAFTS.—The number of persons that any approved life-raft for use at sea shall be deemed to be capable of carrying shall be determined with reference to each separate pattern approved by the Board of Trade; provided always, that for every person so carried there shall be at least 3 cubic feet of strong and serviceable inclosed air-tight compartments, constructed so that water cannot find its way into them. Any approved life-raft of other construction may be used, provided that it has equivalent buoyancy to that hereinbefore described. Every such approved life-raft shall be marked in such a way as to plainly indicate the number of adult persons it can carry.

(8.) BUOYANT APPARATUS.—Approved buoyant apparatus shall be deemed sufficient, so far as buoyancy is concerned, for a number of persons, to be ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water by 32. Such buoyant apparatus shall not require to be inflated before use, shall be of approved construction, and marked in such a way as plainly to indicate the number of persons for whom it is sufficient.

(9.) LIFE-BELTS.—An approved life-belt shall mean a belt which does not require to be inflated before use, and which is capable at least of floating in the water for 24 hours with 15 lbs. of iron suspended from it. Life-belts are to be cut out 2 inches under the arm-pits, and fitted so as to remain securely in their place when put on.

(10.) LIFE-BUOYS.—An approved life-buoy shall mean either—

(*a.*) A life-buoy built of solid cork, capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from it; or

(*b.*) A strong life-buoy of any other approved pattern or material, provided that it is capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from it, and provided also that it is not stuffed with rushes, cork shavings, or other shavings, or loose granulated cork, or other loose material, and does not require inflation before use.

All life-buoys shall be fitted with beckets securely seized, and not less than two of them shall be fitted with life-lines 15 fathoms in length.

(11.) POSITION OF LIFE-BUOYS AND LIFE-BELTS.—All life-buoys and life-belts shall be so placed as to be readily accessible to all persons on board, and so that their position may be known to those for whom they are intended.

(12.) WATER-TIGHT COMPARTMENTS.—When ships of any class are divided into efficient water-tight compartments to the satisfaction of the Board of Trade, they shall only be required to carry additional boats, rafts, and buoyant apparatus of one-half of the capacity required by these rules, but the exemption shall not extend to life-jackets or similar approved articles of equal buoyancy suitable to be worn on the person.

APPENDIX.

The TABLE referred to in the foregoing Rules, showing the Minimum Number of Boats to be placed under Davits and their Minimum Cubic Contents.

Gross Tonnage.	Minimum Number of Boats to be placed under Davits.	Total Minimum Cubic Contents of Boats to be placed under Davits. L. × B. × D. × ·6.	Gross Tonnage.	Minimum Number of Boats to be placed under Davits.	Total Minimum Cubic Contents of Boats to be placed under Davits. L. × B. × D. × ·6.
1.	2.	3.	1.	2.	3.
10,000 and upwards -	16	5,500	3,500 and under 3,750	8	2,600
9,000 and upwards -	14	5,250	3,250 „ 3,500	8	2,500
8,500 and under 9,000	14	5,100	3,000 „ 3,250	8	2,400
8,000 „ 8,500	14	5,000	2,750 „ 3,000	6	2,100
7,750 „ 8,000	12	4,700	2,500 „ 2,750	6	2,050
7,500 „ 7,750	12	4,600	2,250 „ 2,500	6	2,000
7,250 „ 7,500	12	4,500	2,000 „ 2,250	6	1,900
7,000 „ 7,250	12	4,400	1,750 „ 2,000	6	1,800
6,750 „ 7,000	12	4,300	1,500 „ 1,750	6	1,700
6,500 „ 6,750	12	4,200	1,250 „ 1,500	6	1,500
6,250 „ 6,500	12	4,100	1,000 „ 1,250	4	1,200
6,000 „ 6,250	12	4,000	900 „ 1,000	4	1,000
5,750 „ 6,000	10	3,700	800 „ 900	4	900
5,500 „ 5,750	10	3,600	700 „ 800	4	800
5,250 „ 5,500	10	3,500	600 „ 700	3	700
5,000 „ 5,250	10	3,400	500 „ 600	3	600
4,750 „ 5,000	10	3,300	400 „ 500	2	400
4,500 „ 4,750	8	2,900	300 „ 400	2	350
4,250 „ 4,500	8	2,900	200 „ 300	2	300
4,000 „ 4,250	8	2,800	100 „ 200	2	250
3,750 „ 4,000	8	2,700			

Note.—Where in ships already fitted the required cubic contents of boats placed under davits is provided, although by a smaller number of boats than the minimum required by this Table, such ships shall be regarded as complying with the rules as to boats to be carried under davits.

In the case of vessels under 200 tons gross tonnage the capacity of any boat to be supplied should not be less than 125 cubic feet. If, however, in any case this rule be found to be impracticable, a discretion may then be exercised by the Board of Trade.

In cases where a small vessel is unable to carry more than one boat, a discretion may be exercised by the Board of Trade, but whenever one boat only is carried there must be proper provision to enable it to be placed readily in the water on either side of the ship.

MERCHANT SHIPPING (LIFE-SAVING APPLIANCES).

COPY OF RULES made by the BOARD OF TRADE under "THE MERCHANT SHIPPING (LIFE-SAVING APPLIANCES) ACT, 1888" (51 & 52 Vict. c. 24).

To come into effect on 1st day of June 1894.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed,* 14 *March* 1894.

[*Price* 2 *d.*]

MERCHANT SHIPPING ACT, 1876.

RETURN

OF ALL

SHIPS ordered by the BOARD OF TRADE, or its OFFICERS, to be PROVISIONALLY DETAINED as UNSAFE, in pursuance of the provisions of sections 6 and 13 of the Act 39 & 40 Vict. c. 80, from 1st JULY 1893 to 30th JUNE 1894, giving the NAMES of the OWNERS of those SHIPS which have been dismantled, broken up, or converted into hulks, &c.;

TOGETHER WITH

SUMMARIES,

SHOWING respectively the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED as UNSAFE from 1st July 1893 to 30th June 1894, and since the commencement of the ACT, distinguishing between those Cases in which the SHIPS were found SAFE, or UNSAFE.

(*In continuation of Parliamentary Paper* [C.– 7082].)

Presented to both Houses of Parliament by Command of Her Majesty.

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1894.

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Note.—This Return includes only Ships detained as "unsafe" under the Merchant Shipping Act, 1876. It does not, therefore, include any Ship detained for not being provided with proper lights and fog signals, or for not being properly marked.

Table 1.—Ships ordered to be provisionally detained as unsafe during the Month of July 1893, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Name.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Ann - -	Berwick -	Sailing	37	24	—	Dunbar -	Board's officer	Defective hull and equipments.	Found unsafe	Released. Broken up -	No appeal	Unwilling -	Wm. Butler, Clifton Grove, Clifton, Bristol.
Cynisca - -	Glasgow -	Sailing	893–846	15	100 A1	North Shields	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Margarete -	(German) -	Steam	417–301	3	—	Fraserburgh -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Venus - -	Scarborough -	Sailing	164–155	Not known	—	North Shields	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Vigil - -	Dundalk -	Sailing	102–86	26	—	Kinsale -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—

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Table 2.—Ships ordered to be provisionally detained as unsafe during the Month of August 1893, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Name.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Ashdene - -	Sunderland -	Steam	1138–734	12	100 A1	North Shields	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Comet - -	Milford -	Sailing	86	82	—	Wexford and Milford.	Board's officer	Defective hull and equipments.	Found unsafe	Still detained - -	No appeal	Expressed no opinion.	—
Fame - -	Drogheda -	Sailing	214–169	35	—	Dundalk -	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Gleaner -	Belfast -	Sailing	100	78	—	Waterford -	Board's officer	Defective hull	Found unsafe	Released. Converted into a hulk.	No appeal	Expressed no opinion.	Thos. Daly, Abbeyside, Dungarvan.
William Hunter	London -	Steam	805–503	28	90 A1	Sunderland -	Board's officer	Defective equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—

Table 3.—Ships ordered to be provisionally detained as unsafe during the Month of September 1893, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Name.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Arabian - -	Leith -	Steam	89–27	30	—	Berwick and North Shields.	Board's officer	Defective hull and machinery.	Found unsafe	Released. Broken up -	No appeal	Expressed no opinion.	Wm. Taylor, Grange Street, Grangemouth.
Bremner -	North Shields	Sailing	216–198	28	—	Grimsby and Newcastle.	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	——
Eledona -	Maryport -	Sailing	260–207	28	—	Dublin -	Board's officer	Defective hull and equipments.	Found unsafe	Released. Converted into a hulk.	No appeal	Expressed no opinion.	Thomas M. Gebbie, 12, Queen's Quay, Belfast.
Melina - -	Cork -	Sailing	151–132	40	—	Waterford -	Board's officer	Defective hull	Found unsafe	Still detained - -	No appeal	Expressed no opinion.	——

Table 4.—Ships ordered to be provisionally detained as unsafe during the Month of October 1893, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Name.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Clytha	Newport	Steam	819–511	12	100 A1	Blyth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Eider	Newcastle	Steam	251–135	37	85 A1	Sunderland	Board's officer	Improper loading.*	Found unsafe	Ventilated and released	No appeal	Expressed no opinion.	—
Eliza	Bridgwater	Sailing	54	Not known	—	Waterford	Board's officer	Defective hull	Found unsafe	Still detained	No appeal	Expressed no opinion.	—
Hellan	South Shields	Steam	63–16	33	—	South Shields	Board's officer	Defective equipments.	Found unsafe	Released. To be broken up.	No appeal	Expressed no opinion.	Thos. Dowson, 28, West Holborn, South Shields.
Lancet	Whitby	Sailing	228–199	38	—	North Shields	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Messenger	Yarmouth	Sailing	250–228	31	—	South Shields	Board's officer	Improper loading.*	Found unsafe	Ventilated and released	No appeal	Expressed no opinion.	—
Murton	London	Steam	493–317	27	90 A1	Sunderland	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Pet	Wisbeach	Sailing	161–146	30	—	West Hartlepool	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Staperayder	London	Steam	256–155	27	—	North Shields	Board's officer	Improper loading.*	Found unsafe	Ventilated and released	No appeal	Expressed no opinion.	—
Useful	North Shields	Sailing	251–244	35	—	North Shields and Hartlepool.	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Yorkshireman	Hull	Steam	678–428	28	⩓1	Sunderland	Board's officer	Defective equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—

* Insufficient ventilation of coal cargo.

Table 5.—Ships ordered to be provisionally detained as unsafe during the Month of November 1893, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Name.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Algérie	(French)	Steam	1282–712	10	A1 * Red, 1	Barry	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Algorta	(Spanish)	Steam	560–328	7	100 A1	Barry	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Gauntlet	Barrow	Sailing	123–100	36	—	Belfast and Larne.	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Willing.	—
Gleaner	Liverpool	Sailing	99	50	—	Cork	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Unwilling.	—
Heimdal	(Norwegian)	Steam	571–413	11	—	Penarth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Kent	London	Steam	1045–666	12	100 A1	Blyth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Landore	Liverpool	Steam	539–258	2	100 A1	Barry	Board's officer	Overloading and defective machinery.	Found unsafe	Lightened, repaired and released.	No appeal	Expressed no opinion.	—
Resolue	Inverness	Sailing	122–100	33	—	Sunderland	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Unwilling.	—
Wear	Leith	Sailing	29	36	—	Carrickfergus	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Unwilling	—
Yrsa	(Danish)	Steam	390–240	4	—	Amble	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—

Table 6.—Ships ordered to be provisionally detained as unsafe during the Month of December 1893, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Name.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Belle	Glasgow	Sailing	165–146	32	—	Dublin	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Expressed no opinion.	—
Hiram	(Norwegian)	Steam	602–406	3	—	Penarth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Leda	Cardiff	Steam	1192–767	31	A1	Glasgow	Board's officer	Defective hull	Found unsafe	Released, to proceed to Cardiff for repairs.	No appeal	Expressed no opinion.	—
Sunshine	Faversham	Sailing	133–118	3	—	Shields	Board's officer	Improper loading.*	Found unsafe	Ventilated and released	No appeal	Expressed no opinion.	—
Violet	London	Steam	1458–914	13	100 A1	Penarth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—

* Insufficient ventilation of coal cargo.

Table 7.—Ships ordered to be provisionally detained as unsafe during the Month of January 1894, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Name.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Baron Clyde	(German)	Steam	1719–1071	11	100 A1	Barry	Board's officer	Overloading	—	Evaded detention	No appeal	Expressed no opinion.	—
Edith	Liverpool	Steam	89–53	16	—	Garston	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Gwendoline	London	Steam	1467–932	12	100 A1	Penarth	Board's officer	Improper loading.	Found unsafe	Reloaded and released	No appeal	Expressed no opinion.	—
Hopetoun	South Shields	Steam	2048–1319	7	100 A1	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Isle of Ramsey	Liverpool	Steam	1708–1062	3	100 A1	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Margaret	Liverpool	Sailing	63	60	—	Garston and Bideford.	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Willing.	—
Munin	(Norwegian)	Steam	750–577	23	—	Cardiff	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Onward	Barbadoes	Sailing	562–530	19	—	Rathmullen (Londonderry)	Board's officer	Defective hull and equipments.	Found unsafe	Released. Sold for a hulk.	No appeal		Ernest Campbell Da Costa, Bridgetown, Barbadoes.
Paula	(German)	Steam	695–489	5	—	Barry	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Vixen	Dublin	Sailing	65	41	—	Belfast and Larne.	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Woodville	Fleetwood	Sailing	740–714	18	100 A1 / A 1 Red, 1	Moville and Glasgow.	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Unwilling	—
Zingari	Newcastle	Steam	393–241	40	—	North Shields	Board's officer	Defective equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—

Table 8.--Ships ordered to be provisionally detained as unsafe during the Month of February 1894, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Name.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Amity	Liverpool	Sailing	80	64	—	Belfast	Board's officer	Defective hull and equipments.	Found unsafe	Released. Sold as a hulk	No appeal	Expressed no opinion.	Jno. Halligan, Carlingford, Co. Louth.
Elizabeth	Wick	Sailing	80	17	—	Sunderland	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Unwilling.	——
Europa	Truro, N.S.	Sailing	647–602	22	—	Dublin	Board's officer	Defective hull	Found unsafe	Released. Converted into a hulk.	No appeal	Unwilling	Thos. G. McMullin, Truro, N.S.
Grimsby	Cardiff	Steam	713–456	37	—	Cardiff	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	——
Improvement	Liverpool	Steam	154–97	29	—	Rockferry (Liverpool).	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Unwilling.	——
John and Joseph Richardson.	Belfast	Sailing	51	55	—	Carrickfergus	Board's officer	Defective hull and equipments.	Found unsafe	Released. Registry closed.	No appeal	Expressed no opinion.	James Kane, Larne, Antrim.
Lyon	Liverpool	Sailing	66	101	—	Belfast	Board's officer	Defective hull and equipments.	Found unsafe	Released. Converted into a lighter.	No appeal	Willing	Lewis Williams, Junr., Port Dinorwic, Carnarvon.
Nerma	(Danish)	Steam	732–450	1	—	Middlesbro'	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	——
Ogmore	Dundee	Steam	152–88	28	—	North Shields	Board's officer	Insufficient and defective equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	——
Peggy	Newcastle	Sailing	94–74	29	—	Peterhead	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Unwilling.	——
Sybil	London	Steam	127–59	11	100 A1	Waterford and Passage West (Cork).	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	None on board.	——
Victory	Liverpool	Steam	176–16	42	—	Birkenhead	Board's officer	Defective hull	Found unsafe	Released. Broken up	No appeal	Unwilling	Henry Strong, 27, Water Street, Liverpool.

Table 9.—Ships ordered to be provisionally detained as unsafe during the Month of March 1894, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Name.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
A. W. Kafemann	(German)	Steam	869–621	2	—	Cardiff	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Albion	Beaumaris	Sailing	76	79	—	Stranraer	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Willing.	—
Alonso	Hull	Steam	1315–845	25	A1 Red, 1	Cardiff	Board's officer	Overloading	Found unsafe	Released*	No appeal	Expressed no opinion.	—
Carl Hirschberg	(German)	Steam	1310–828	6	100 A1	Penarth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Celurca	(Norwegian)	Sailing	364–340	24	—	Leith	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Ceres	Yarmouth	Sailing	128–111	54	—	North Shields	Board's officer	Improper loading.†	Found unsafe	Ventilated and released	No appeal	Expressed no opinion.	—
Ryvingen	(Norwegian)	Steam	538–296	3	—	Blyth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Thomas	Lowestoft	Sailing	142	57	—	Seaham	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Unwilling.	—

* Released 1st April, not being overladen for summer season.

† Insufficient ventilation for coal cargo.

Table 10.—Ships ordered to be provisionally detained as unsafe during the Month of April 1894, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Name.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Abbeymoor -	South Shields	Steam	2405–1563	4	100 A1	Cardiff -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Culdoon - -	St. John, N.B.	Sailing	424–373	9	—	Drogheda and Dundalk.	Board's officer	Defective equipments.	Found unsafe	Still detained - -	No appeal	Expressed no opinion.	—
Hélène Rickmers	(German) -	Steam	3132–2008	5	—	Barry -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Mira - -	(German) -	Steam	962–701	4	—	Grangemouth	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Musques - -	(Spanish) -	Steam	1709–1118	6	100 A1	Cardiff -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Prince Edward -	Castletown -	Steam	149–79	9	—	Garston -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Some unwilling	—

Table 11.—Ships ordered to be provisionally detained as unsafe during the Month of May 1894, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Name.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Bertha	Yarmouth	Sailing	105–99	56	—	Seaham	Board's officer	Improper loading.*	Found unsafe	Ventilated and released	No appeal	Expressed no opinion.	—
Christopher Thomas.	Cardiff	Steam	156–60	30	—	Londonderry and Ayr.	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	Appeal dismissed with costs.	Expressed no opinion.	—
Egyptian	Grimsby	Steam	141–54	1	100 A1	Grimsby	Board's officer	Overloading and improper loading.	Found unsafe	Lightened, reloaded, and released.	No appeal	Expressed no opinion.	—
G. S. Penry	St. John, N.B.	Sailing	750–737	18	—	Belfast	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Henry Curwen	Workington	Sailing	142–100	52	—	Dublin	Board's officer	Defective hull and equipments.	Found unsafe	Released. To be broken up.	No appeal	Expressed no opinion.	Robt. McClenahan, Dundalk.
Josephine	Grimsby	Steam	157–67	2	100 A1	Grimsby	Board's officer	Overloading and improper loading.	Found unsafe	Lightened, reloaded, and released.	No appeal	Expressed no opinion.	—
Kittiwake	Hull	Steam	153–60	3	100 A1	Hull	Board's officer	Improper loading.	Found unsafe	Reloaded and released	No appeal	Expressed no opinion.	—
Marrs	Hull	Steam	154–64	3	100 A1	Hull	Board's officer	Improper loading.	Found unsafe	Reloaded and released	No appeal	Expressed no opinion.	—
Progrès	Penzance	Steam	247–121	22	—	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Queen of the South.	Salcombe	Sailing	157–120	44	—	Belfast and Carrickfergus.	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Expressed no opinion.	—

* No surface ventilation for coal cargo.

Table 12.—Ships ordered to be provisionally detained as unsafe during the Month of June 1894, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.						Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Name.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Agathe - -	(German) -	Steam	525–401	14	—	Methil (Fife)	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Hebdomos -	(German) -	Steam	1266–880	2	—	Methil - -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Holland -	(Danish) -	Steam	1055–673	2	100 A1	Grangemouth	Board's officer	Overloading -	Found unsafe	Lightened and released -	No appeal	Expressed no opinion.	—

SUMMARY

Showing the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED from 1st July 1893 to 30th June 1894, distinguishing between those Cases in which the SHIPS were found SAFE or UNSAFE.

I.—Alleged defects in hull, equipments, or machinery.

DESCRIPTION OF SHIP.	Ships reported by: Government Officers. Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Crews. Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Other Persons. Found safe.	Found unsafe.	Survey pending.	TOTAL.	Total Number of Ships reported as defective. Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.
Steam Ships (iron or steel).	–	8	–	–	8	–	–	–	–	–	–	–	–	–	–	8	–	–	8
Steam Ships (wood)	–	4	–	–	4	–	–	–	–	–	–	–	–	–	–	4	–	–	4
Sailing Ships (iron or steel).	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	1	–	–	1
Sailing Ships (wood)	–	30	–	–	30	–	–	–	–	–	–	–	–	–	–	30	–	–	30
TOTAL -	–	43	–	–	43	–	–	–	–	–	–	–	–	–	–	43	–	–	43

II.—Alleged cases of overloading or improper loading.

DESCRIPTION OF SHIP.	Ships reported by: Government Officers. Found safe.	Found unsafe.	Survey pending.	TOTAL.	Crews. Found safe.	Found unsafe.	Survey pending.	TOTAL.	Other Persons. Found safe.	Found unsafe.	Survey pending.	TOTAL.	Total Number of Ships reported as overladen, or improperly laden. Found safe.	Found unsafe.	Survey pending.	TOTAL.
Steam Ships (iron or steel).	–	39	–	39	–	–	–	–	–	–	–	–	–	39	–	39
Steam Ships (wood)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Sailing Ships (iron or steel).	–	1	–	1	–	–	–	–	–	–	–	–	–	1	–	1
Sailing Ships (wood)	–	8	–	8	–	–	–	–	–	–	–	–	–	8	–	8
TOTAL -	–	48	–	48	–	–	–	–	–	–	–	–	–	48	–	48*

* 20 of these vessels were of Foreign nationality.

SUMMARY

Showing the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED since the commencement of the Act, distinguishing between those Cases in which the SHIPS were found SAFE, OR UNSAFE.

I.—Alleged defects in hull, equipments, or machinery.

DESCRIPTION OF SHIP.	Ships reported by													Total Number of Ships reported as defective.				
	Government Officers.					Crews.					Other Persons.								
	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.
Steam Ships (iron)	1*	109	–	1	111	1	9	–	–	10	–	1	–	1	2	119	–	1	122
Steam Ships (wood)	–	15	–	–	15	–	1	–	–	1	–	–	–	–	–	16	–	–	16
Sailing Ships (iron)	–	11	–	–	11	–	2	–	–	2	–	–	–	–	–	13	–	–	13
Sailing Ships (wood)	4	595	–	6	605	3	63	–	1	67	1	16†	–	17	8	674	–	7	689
TOTAL	5	730	–	7	742	4	75	–	1	80	1	17	–	18	10	822	–	8	840

* Declared unsafe by Board's Officers, but released by order of a Court of Survey.
† One of these ships was also detained on the ground of improper loading.
‡ Of these ships 177 were classed.

II.—Alleged cases of overloading or improper loading.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as overladen, or improperly laden.			
	Government Officers.				Crews.				Other Persons.							
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.
Steam Ships (iron)	7	652*	–	659	–	1	–	1	–	–	–	–	7	653	–	660
Steam Ships (wood)	–	4	–	4	–	–	–	–	–	–	–	–	–	4	–	4
Sailing Ships (iron)	1	15	–	16	–	–	–	–	–	–	–	–	1	15	–	16
Sailing Ships (wood)	–	70†	–	70	–	1‡	–	1	–	–	–	–	–	71	–	71
TOTAL	8	741	–	749	–	2	–	2	–	–	–	–	8	743	–	751

* Fifteen of these ships were also detained on account of defective hull or equipments.
† Two of these ships were also detained on account of defective hull or equipments.
‡ Detained also on the ground of defective hull.

Marine Department, Board of Trade,
August 1894.

INGRAM B. WALKER.

HARWICH HARBOUR.

AN ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD, from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to, and inclusive of, the 31st day of March 1894; also an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be ascertained and estimated) down to, and inclusive of, such last-mentioned Date; together with a REPORT of the Conservancy Board on their Proceedings and on the Works executed by them, and on the State of Harwich Harbour, furnished by the said Conservancy Board to the Board of Trade, pursuant to "The Harwich Harbour Act, 1863," Section 6.

(As returned by the Conservancy Board to the Board of Trade.)

Board of Trade,
May 1894.

COURTENAY BOYLE.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, *to be Printed,*
21 *May* 1894.

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121.

REPORT OF THE HARWICH HARBOUR CONSERVANCY BOARD.

(H. 3751.)

THE Harwich Harbour Conservancy Board have to make a satisfactory report as to their Harbour Revenue, which again shows an increase, the amount received for the last twelve months having been 2,340*l.* 8*s.* 5*d.*, as against 2,236*l.* 1*s.* 7½*d.* received for the year ending 31st March 1893; the sum of 43*l.* 8*s.* 9*d.* was received for ballast, rent, and interest on investment, bringing up the total receipts to 31st March to 2,383*l.* 17*s.* 2*d.* The large importation of grain from America and Russia by Ipswich merchants, and the still extending trade of the Great Eastern Railway Company, fully accounts for the steadily increasing revenue, and in view of the representations made to the Board by that Company with reference to the Harbour approaches, and the request for increased facilities for entering and leaving the Port at night, the Board recently entered into arrangements with the Trinity Board for converting the North Shelf and Beach End Bell Buoys into occulting gas buoys, which, having been accomplished, is found to be extremely useful, and to have supplied a much-needed improvement, which is greatly appreciated by the masters of steamships in night service. The accounts of the Board for the past year are submitted herewith, showing an accumulated balance at present in hand of 966*l.* 17*s.* 1*d.*

The report of the engineer as to the general state of the Harbour and the Board's works is annexed hereto.

By order of the Board,

(signed) *Richard S. Barnes,*

Harwich, 19th April 1894. Clerk to the Board.

ENGINEER'S REPORT.

To the Chairman and Members of the Harwich Harbour Conservancy Board.

Gentlemen, Ipswich, 9th April 1894.

THE manufacturing and depositing of concrete blocks at Landguard has been carried on continuously during the past year, with but occasional interruption from boisterous weather and excessive accumulations of beach, which were gradually dispersed by tidal action without any material change of form or character thereat, although the most eastern and exposed part of the Harbour entrance; nor has any damage been done to the works.

The bulk of the beach deposit at Landguard has been slowly shifting up the Harbour, overlying and protecting in its course the wharfing in front of Lighthouse, but without infringing on the deep-water channel, although by its form creating a strong eddy tide along the S.W. side of Jetty, which, though objectionable, as having a tendency to the reformation of the scoured away point, may be controlled by restoring the temporarily removed hearting of Jetty, allowing the limited taking away of ballast, and stopping the passage of beach, so soon as the substitution of timber by concrete blocks along the S.W. side of Jetty has made sufficient progress to be secure, as the bulk of the dilapidated timber structures may now be said to be, notwithstanding the rough seas and heavy gales of past winter which destroyed the Admiralty Breakwater Beacon on opposite side of Harbour.

The improved seaward access to Harbour by the gas lighting of Bell Buoy at entrance, and improvement of navigation within the Harbour by similar conversion of the North Shelf Buoy, have been generally approved; and by which, at small cost, a well-lighted navigable course has been established from the Harbour entrance to the Continental Quay at Parkeston.

The drainage of Felixstowe and Walton by the Local Board's suggested main sewer discharging into Harbour about midway between Landguard Fort Jetty and Felixstowe Pier, after due inquiry, has had marked consideration given thereto by your Board, who, after many efforts to obviate any possible injurious or unpleasant consequences therefrom, finally consented to the proposal, but to which the War Department, whose rifle-range lands would be passed through, made such strong objections, that sundry variations for overcoming them were propounded, but without effect, and the whole subject now awaits further inquiry by the Local and General Boards affected thereby. The total number of whole and partial concrete blocks made is 3,620, of which 3,298 have been deposited, leaving 322 on hand maturing and ready for use.

The total expenditure for materials and labour during the financial year has been 957*l.* 13*s.* 10*d.*

I remain, &c.
(signed) *Peter Bruff,*
Engineer to the Board.

THE HARWICH HARBOUR CONSERVANCY BOARD.

ABSTRACT of ACCOUNTS of RECEIPTS and PAYMENTS for the Period ended 31st March 1894.

Receipts.	1 August 1863 to 31 March 1893.	1 April 1893 to 31 March 1894.	Total.
	£. s. d.	£. s. d.	£. s. d.
Revenue	40,080 13 5	2,373 16 11	42,454 10 4
Votes by Parliament (Treasury Allowances).	17,273 2 4	- - -	17,273 2 4
Public Works Loan Commissioners	10,000 - -	- - -	10,000 - -
Interest	80 11 7	10 - 3	90 11 10
£.	67,434 7 4	2,383 17 2	69,818 4 6

Payments.	1 August 1863 to 31 March 1893.	1 April 1893 to 31 March 1894.	Total.
	£. s. d.	£. s. d.	£. s. d.
Public Works Loan Commissioners, Instalments of Loan repaid.	5,270 12 6	205 12 6	5,476 5 -
Public Works Loan Commissioners, Interest on Loan.	6,314 17 2	152 - 9	6,466 17 11
Salaries and Collectors' Poundage	13,315 9 9	624 14 1	13,940 3 10
Land	2,403 11 -	- - -	2,403 11 -
Works	30,757 2 11	957 13 10	31,714 16 9
Incidental Expenses	3,180 15 -	191 10 5	3,372 5 5
Law Expenses	1,122 2 1	- - -	1,122 2 1
Engineering	3,602 3 8	52 5 1	3,654 8 9
Parliamentary Agents	700 16 8	- - -	700 16 8
£.	66,667 10 9	2,183 16 8	68,851 7 5
Consols	492 10 6		
Cash in hands of Treasurer	474 1 6		
In hands of Collector	- 5 1	- - -	966 17 1
£.			69,818 4 6

I certify that the above is a true Abstract of Receipts and Payments for the period ended 31st March 1894, and that the Accounts have been audited by this Board.

(signed) *Richard S. Barnes*,
Clerk to the Board.

Harwich, 19 April 1894.

I hereby certify that this Account has been examined by me, under the direction of the Board of Trade, as provided by Sect. 6 of the Harwich Harbour Act, 1863 (26 & 27 Vict. c. 71), and that the same is correct.

Board of Trade,
2 May 1894.

Cosmo Monkhouse,
Assistant Secretary.

REPORT, &c. RELATING TO

THE HARWICH HARBOUR CONSERVANCY BOARD.

31st March 1894.

STATEMENT of ASSETS and LIABILITIES of the Board at the above Date, as nearly as the same can be Estimated.

ASSETS.

	Unavailable. £. s. d.	£. s. d.
Boat and Stores	35 – –	
Wreck Buoy, Anchor, Chain	10 – –	
	£. 45 – –	
Balance in Treasurer's hands		966 12 –
Due from Harbour Master		– 5 1
		£. 966 17 1

LIABILITIES.

	£. s. d.
Harbour Master's Poundage on March Collection	27 11 4
Labour on Works and Materials	34 12 9
Conservators' Travelling Expenses	12 – –
Sundry small Accounts	10 – –
£.	84 4 1

Harwich, 19 April 1894.

(signed) *Richard S. Barnes,*
Clerk to the Board.

HARWICH HARBOUR.

ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD, from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to, and inclusive of, the 31st March 1894; also an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be ascertained and estimated) down to, and inclusive of, such last-mentioned Date; together with the REPORT of the Conservancy Board on their Proceedings and on the Works executed by them; &c.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed*,
21 *May* 1894.

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PETERHEAD HARBOUR OF REFUGE.

ENGINEERS' REPORT FOR THE YEAR ENDED 31st MARCH 1894.

Westminster Chambers,
9, Victoria Street, London, S.W.,
17th April, 1894.

South Breakwater.

During the past year the breakwater was extended 105 feet, the foundations of a further length of about 40 feet were prepared and the work thereon was brought up partly to the level of 2½ feet above and partly to 4 feet below, low water.

As during the previous year, the foundation work involved a great deal of rock excavation and levelling under water by divers.

The following are the chief items of work carried out in connection with this breakwater :—

Rock removed by divers	173	cubic yards.
Concrete masswork deposited	1,386	„
„ bagwork	584	„
„ blockwork	3,182	„
Granite ashlar including facework	9,487	cubic feet.
Granite pitching	2,525	superficial feet.
Permanent way laid	60	lineal yards.
Gas and water pipes	40	„

In addition to the above, blocks containing 1,261 cubic yards of concrete and 4,893 cubic feet of ashlar were made but not set.

Barge Harbour.

A length of 156 lineal feet of the sea wall of this harbour was built and backed with rubble involving the use of :—

Concrete blockwork	1,301	cubic yards.
Granite ashlar in facework	5,124	cubic feet.
Concrete masswork	556	cubic yards.
Concrete bagwork	58	„
Rubble backing	1,865	„

The whole of the blocks required both for the sea and quay-walls have now been made.

The staging in the harbour was extended about 200 lineal feet and the necessary approaches thereto were made.

The rock excavated from the bed of the harbour to form the new basin was as follows :—

Above low water level	1,067	cubic yards.
Below low water level	945	„

General.

During the winter months about 5,400 cubic yards of baring and decomposed rock were removed from the quarry by convict labour.

The workyard, railway, &c., were properly maintained.

a 83049. Wt. 8508.

Plant.

The following additions to the plant were made during the year :—

2 10-ton steam cranes.
1 5-ton steam traveller.
1 Block trolly.
6 Ordinary trollies.
2 Sets diving gear.
1 Grab (Wild's Patent).
1 Steam rock drill.
4 Block moulds.

Number of Workmen and Horses Employed.

The daily average number of men and horses employed upon the works during the past year was as follows :—

Free men	133
Convicts	229
Warders and guards	28
Horses	2

Progress Drawing.

The accompanying drawing shows, as far as practicable, the progress made with the works.

COODE, SON, and MATTHEWS,
Engineers-in-Chief.

PETERHEAD HARBOUR.

Memorandum by the Director of Works of the Navy on Messrs. Coode, Son, and Matthews' Report for the Year 1893–94.

Admiralty,
21, Craven Street, Charing Cross, W.C.,
23rd July 1894.

1. In compliance with Treasury Letter of the 3rd April 1888, I forward the Report of the Engineers-in-Chief on the works executed during the financial year ended 31st March 1894.

2. The report shows that progress is being made with the South Breakwater and Barge Harbour.

3. The quarry has been further opened out by the removal of decomposed rock, and the workyard, railway, etc., have been properly maintained.

4. Additional plant has been provided, consisting of steam cranes, traveller, trollies, diving gear, etc.

5. The daily average number of convicts employed on the works during the year has been 229, as against 202 in the previous year.

6. The annual report of the Surveyor with measurements and valuation of the work on the basis of Sir J. Coode's original estimate (in accordance with Treasury Letter of 8th June 1889), has been received. The result is given in the following extract from that report :—

"As far as can be seen at present the original estimates will not be exceeded."

7. It is satisfactory to notice that no excess on the total estimate is anticipated, and there is nothing in the details of the amounts rendered to this office calling for remark.

H. PILKINGTON,
Director of Works.

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

Session 1894.

REPORT by the Board of Trade of their Proceedings under "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act."

In pursuance of the 19th Section of "The General Pier and Harbour Act, 1861," the Board of Trade make the following Report of their Proceedings with regard to applications for Provisional Orders under the above-named Acts.

The steps to be taken by Promoters for obtaining Provisional Orders are specified in the Acts themselves; but with regard to objectors the Board of Trade have made the following regulations, and in the case of all notices given of intention to apply for a Provisional Order under the above Acts the Promoters are required to publish a notice directing attention to the same:—

"1. Any objections to the Provisional Order which it is intended to urge on "the Board of Trade must be sent in to that office before the 15th of January. "A copy of such objections must also be sent at the same time to the Pro- "moters; and in forwarding the objections to the Board of Trade the "objectors, or their agents, should state that this has been done.

"2. The Board of Trade will entertain and consider objections founded on "alleged injury to public interests, or alleged violation of admitted principles, "*e.g.*, 'That the proposed work will injure a public harbour,' or 'That tolls are "'to be imposed on ships which will derive no benefit from them,' and they "will not proceed with any Provisional Order to which valid objections of this "description are shown to exist. Objections arising out of competition, or out "of opposition between local interests, they will only attempt to settle provided "the parties are willing to abide by their decision. When the parties cannot "come to terms, the Board of Trade will not order a local inquiry or attempt "to anticipate the decision of Parliamentary Committees."

The following new regulation has been made by the Board of Trade:—

"Where the Promoters are a Municipal Corporation or other Sanitary "Authority they should, not later than the 15th November (and as much earlier "as possible), submit their proposals to the Local Government Board for "consideration.

"Satisfactory proof that this has been done must be given at the time of "proving compliance, when copies of all correspondence on the subject which "has passed between the Local Government Board and the Promoters should be "lodged with the Board of Trade."

The following is a statement of the applications now under the consideration of the Board of Trade, and of the steps which have been taken with respect to them:—

1. Abergele.

A copy of an advertisement, with relative plans and sections, in connection with the proposed construction of a pier, jetty, and landing-place (partly solid and partly open) at Abergele, near the Abergele and Pensarn Railway Station, were deposited, by Mr. J. W. Davies and others, with the Board of Trade on or before the 30th November last.

The statutory requirements as to deposits on or before the 23rd December last were not, however, complied with, and the Board were therefore unable to proceed in the matter.

2. Avoch.

The Promoter is Mr. James Douglass Fletcher, who applies for powers—

1. To construct the following works (solid):
   - (*a.*) A pier, commencing on the shore 993 yards south of the mouth of Avoch Burn, and extending 160 yards seaward in an easterly direction.
   - (*b.*) A quay, commencing at the seaward end of work (*a.*), and extending 50 yards in a southerly direction.
   - (*c.*) A breakwater, commencing on the shore 110 yards south of the commencement of work (*a.*), and extending 160 yards seawards in an easterly direction.
2. To levy rates.
3. To borrow 8,500*l.*
4. To sell or lease the Undertaking.
5. To provide, license, and charge for steam-tugs.
6. To be a local authority under the Merchant Shipping Acts.

Provision is made in the Draft Order for the future election, if the Promoter shall so desire, of Trustees (seven in number, three to be nominated by the Promoter and four to be elected by the fishermen), and for the vesting of the undertaking in them.

The estimated cost of the works is 6,500*l.*

No objections have been received, but certain suggestions have been made by the Secretary for Scotland.

The limits within which it is proposed that vessels shall be taxed are too extensive, and in any Order that the Board may make these limits will be curtailed, in order that no rates may be levied on vessels or goods which derive no benefit from the works.

The application is still under consideration.

3. Bangor (County Down).

The Promoter is Mr. Robert Edward Ward, who applies for an extension of time for commencing and executing the works authorised by the Bangor Harbour Order, 1891, and for the revival of the powers conferred on him by that Order.

No objection to this application has been received, and the Board have settled and made an Order.

4. Burnmouth.

The Promoters are Mr. James Anderson and others who apply for powers—

1. To provide for the incorporation of the Burnmouth Harbour Trustees, who are to be 19 in number, seven *ex-officio*, and 12 representatives of the fishermen.
2. To vest in the Trustees the existing Harbour of Burnmouth.
3. To empower the Trustees:
   - (*a.*) To construct a wharf, pier, or quay (solid), extending from the north-east corner of the present pier 50 feet in a north-east-by-north direction, and thence 140 feet in a north-by-west direction.
   - (*b.*) To remove certain projecting rocks.
   - (*c.*) To levy rates.
   - (*d.*) To borrow 5,000*l.*
   - (*e.*) To lease the rates.
   - (*f.*) To provide, license, and charge for steam-tugs.
   - (*g.*) To be a pilotage and a local authority under the Merchant Shipping Acts.

The

The estimated cost of the works is 4,800*l.*

No objections have been received to this application.

Subject to some suggestions which have been made by the Secretary for Scotland, and to certain other modifications, the Board propose to proceed with the Order.

5. Collieston.

The Promoters are Dame E. E. S. Gordon Cathcart and others, who apply for powers—

1. To provide for the incorporation of the Collieston Harbour Trustees, to consist of two *ex-officio* members, three representatives of the fishermen of Collieston and Old Castle, one representative of the feuars of the same places, and one representative of the agricultural tenants on the estate of Slains, in the county of Aberdeen

2. To empower the Trustees—

(*a.*) To construct the following works:

(i.) A road commencing at the south-east corner of the dwelling-house, No. 47 Collieston, and extending along the sea beach in a south-easterly direction for 194 yards.

(ii.) A pier or quay (solid), commencing at the termination of the above-named road, extending seawards in a north-easterly direction for 69 yards, thence in a north-westerly direction for 90 yards.

(*b.*) To dredge the area enclosed between the above-named pier and the sea-beach.

(*c.*) To levy rates.

(*d.*) To lease the rates.

(*e.*) To provide and license steam-tugs.

(*f.*) To be a pilotage and local authority under the Merchant Shipping Acts.

(*g.*) To borrow 5,000*l.*

The estimated cost of the works is 6,250*l.*

No objections to this application have been received.

Subject to some suggestions which have been made by the Secretary for Scotland, and to certain other modifications, the Board propose to proceed with the Order.

6. Dartmouth.

The Promoters are the Dartmouth Harbour Commissioners, who apply for powers—

1. To borrow 35,000*l.*, inclusive of all existing debts, with the exception of money due to the Public Works Loan Commissioners.

2. To interdict the use of unauthorised steam whistles or sirens within the jurisdiction of the Dartmouth Harbour Commissioners.

Certain amendments suggested by the Public Works Loans Commissioners, and by the Rock Life Assurance Society, have been agreed to by the Promoters, and the Board have settled and made an Order.

7. Fraserburgh.

The Promoters are the Fraserburgh Harbour Commissioners, who apply for powers to enable the Commissioners of Police for the Burgh of Fraserburgh to guarantee a loan for harbour purposes in terms of Section 7 of the Public Works Loans Act, 1882.

The Board are in communication with the Secretary for Scotland relative to his statutory consent to this application, to which no objections have been received.

8. Littlehampton.

The Promoters are Mr. T. Fortescue Hayman, and others, who propose to be incorporated under the Companies' Acts, 1862 to 1890, as the Littlehampton Promenade Pier Company (Limited). They apply for powers—

1. To construct a promenade pier (open), commencing at the end of the existing eastern arm or jetty of the present harbour at Littlehampton, and proceeding seawards in a southerly direction for a distance of 650 feet.

2. To erect pavilions, &c., thereon.

3. To levy rates.

4. To lease the rates.

5. To enter into agreements with the Littlehampton Local Board and the Commissioners of the Port of Arundel for a lease of the rates now leviable by the latter bodies, and for the transfer of the existing eastern jetty to the Promoters.

The estimated cost of the works is 10,000*l.*

No objections to this application have been received, and the Board of Trade have settled and made an Order.

9. Loch Efort.

The Promoter is Sir J. W. P. Campbell Orde, Bart., who applies for powers—

1. To construct a pier (solid), commencing on the south shore of Loch Efort, at a point 160 yards east of the schoolhouse, and extending 60 yards seawards in a northerly direction; together with a road between the proposed pier and an existing pier alleged to have been erected by and at the expense of a predecessor of the Promoter and to be now the property of the Promoter.

2. To levy rates in respect of both the existing pier and the proposed pier; also upon vessels within proposed harbour limits.

3. To borrow 4,000*l.*

4. To lease rates.

5. To be a pilotage and a local authority under the Merchant Shipping Acts.

The estimated cost of the works is 3,200*l.*

Objections have been received from —

1. The Clyde Steamship Owners' Association.

2. Messrs. J. McCallum & Co.

3. The Inverness County Council.

The main grounds of these objections are:—

(*a.*) That no rights should be granted over the existing pier, which it is stated was built as a relief work out of funds subscribed by the public about 40 years ago for the relief of destitution.

(*b.*) That the proposed harbour limits are too wide, and comprise about two-thirds of the Loch;

(*c.*) That the rates are excessive.

Besides these objections, certain suggestions have been made by the Secretary for Scotland.

In view of the objections raised, the Board of Trade, without expressing an opinion upon the point in dispute with regard to the existing pier, are advised to

to omit from any Order which they may make all reference to that pier, and to confine the order to the proposed new pier, at the same time so restricting the rateable area as to ensure that no rates will be levied on vessels or goods which derive no benefit from the works. The proposed road is not a work which, in the opinion of the Board, comes within the meaning of the Pier and Harbour Acts.

On the above basis the Board propose to proceed with the Order.

10. Montrose.

The Promoters are the Montrose Harbour Trustees, who apply for powers—

1. To levy new rates in substitution for those authorised by the Montrose Harbour Order, 1878.

2. To increase from time to time the proposed new rates by a maximum of one-third (instead of one-fourth as at present authorised).

3. To construct quays, wharves, &c., on the south side of the River Southesk.

4. To borrow 30,000*l.*, inclusive of the existing debt.

5. To make additional bye-laws for the regulation of the harbour.

Objections have been received on behalf of some 275 fishermen and boat-owners of Montrose and the neighbourhood, chiefly on the ground that fishing boats and fresh fish have hitherto been exempt from rates and should not now be taxed.

The Board of Trade are of opinion that, provided proportionate benefits are conferred by the Trustees, there is no objection to their levying rates now merely because they have not been levied before. They have, therefore, so amended the proposed rates on fish and fishing boats as to ensure that they shall only be levied in cases where actual use is made of the wharves or other works erected by the Trustees.

They have also decided to omit the proposed powers numbered 2 and 3.

Subject to the above, and certain other modifications, the Board propose to proceed with the Order.

11. Moy River.

The Promoters are the Moy Navigation Commissioners, who apply for powers—

1. To construct training banks on both the eastern and western sides of the river in continuation of existing training banks.

2. To levy new rates in substitution for those authorised by the Moy Navigation Amendment Act, 1860.

3. To improve the river generally.

The estimated cost of the works is 8,000*l.*

Objections have been received from—

1. Mr. J. W. Malcolm, as proprietor of the Scurmore Salmon Fishery.

2. The Moy Fishery Company, who allege that the proposed works will cause damage to the Fishery.

On the subject of these objections the Board of Trade have placed themselves in communication with the Inspectors of Irish Fisheries, who have undertaken to hold an inquiry early in next month. The application is under consideration.

12. Polperro.

The Promoters are the Rev. J. E. Carthew and others, who apply for powers—

1. To provide for the incorporation of the Trustees of Polperro Harbour, 15 in number, to be elected by ratepayers of Polperro who are rated to the relief of the poor in a sum of not less than 30*s*.

2. To vest in the Trustees the existing Harbour of Polperro.

3. To empower the Trustees—

(*a*.) To execute the following works:—

(i.) An extension (solid) for 63 feet in a south-westerly direction of the existing outer eastern pier or breakwater;

(ii.) A pier (solid) on the eastern shore of the harbour, commencing at a point opposite the end of the existing outer western pier, and extending 50 feet into the Harbour;

(iii.) The removal of the inner western or old pier.

(*b*.) To levy rates.

(*c*.) To borrow 3,000*l*.

(*d*.) To lease the rates.

(*e*.) To be a local authority under the Merchant Shipping Acts.

The estimated cost of the works is 2,660*l*.

No objections have been received to this application, and, subject to certain modifications, the Board propose to proceed with the Order.

13. Poole.

The Promoters are the Corporation of Poole acting as Trustees of the quays and harbours. They apply for powers—

1. To construct eight groynes, each 100 yards long, at intervals along the shore on the south-eastern side of the entrance of Poole Harbour, commencing at a point 100 yards in an easterly direction from Poole Head-road, and extending for a distance of 2,000 yards in a westerly direction to a point 300 yards east of the Haven Hotel.

2. To extend their jurisdiction to include the proposed groynes.

3. To borrow 5,000*l*.

4. To apply existing rates to the maintenance of the groynes.

The estimated cost of the works is 3,500*l*.

Objections have been received from the Poole Merchants' Association on the ground of the alleged unsatisfactory constitution of the Harbour Authority, and the doubt whether the works proposed will prove beneficial to the harbour entrance, which they are designed to protect. Certain amendments have also been suggested by the Local Government Board.

The Board of Trade are unable, on the present occasion, to deal with the constitution of the Harbour Authority, inasmuch as the Parliamentary Notices did not include a proposal of this description.

The application is under consideration.

14. Seaford.

The Promoter is Mr. James Lee, who applies for powers—

1. To construct a pier, jetty, and landing-place (open), commencing at a point opposite the southern end of Causeway-road on the seaward side of the esplanade at Seaford, and extending thence seawards in a south-westerly direction for a distance of 200 yards.

2. To erect pavilions, &c., thereon.

3. To levy rates.

4. To lease the rates.

The estimated cost of the works is 12,000*l*.

No objections to this application have been received, and, with certain modifications, the Board propose to proceed with the Order.

15. WHITELINKS.

The Promoters are Mr. James Buchan and others, who apply for powers—

1. To provide for the incorporation of the Whitelinks Harbour Trustees, 13 in number, as follows:

Three representatives of Inverallochy;
Three representatives of St. Combs;
One representative of Charlestown;
Three representatives of the landward part of Rathen:
Three representatives of the landward part of Lonmay.

2. To empower the Trustees—

(*a.*) To construct the following works:

(i.) A breakwater or quay commencing at a point at or near high-water mark 388 yards east by south from the north-east corner of Cairndenity farm buildings, in the parish of Rathen, and extending thence in an east-south-easterly direction for 182 yards, and thence in a south-easterly direction for 127 yards, thence in a south-easterly by south direction for 123 yards.

(ii.) A spur or quay at right angles to and commencing on the above-described breakwater or quay at a point distant 676 yards east-south-east from the north-east corner of Cairndenity farm buildings, and extending thence in a south-westerly direction for a distance of 34 yards.

(iii.) A breakwater or quay commencing at a point at or near high-water mark distant 560 yards south east by south from the north-east corner of Cairndenity farm buildings, extending thence in an east-north-easterly direction for 280 yards, extending thence in a north-easterly direction for a distance of 93 yards.

(iv.) A main road commencing at the east end of the village of Inverallochy at a point distant 300 yards north-west from the north-east corner of Cairndenity farm buildings, and extending the ce in a south-easterly direction across Whitelinks for a distance of 2,031 yards.

(v.) A road commencing at a point in the main road on Whitelinks distant 40 yards east from the north-east corner of Cairndenity farm buildings and extending thence in a south-easterly direction for 366 yards.

(vi.) A road commencing at a point in the main road on Whitelinks, distant 540 yards south-east from the north-east corner of Cairndenity farm buildings and extending thence in an easterly direction for a distance of 100 yards.

The breakwaters or quays will be solid.

(*b.*) To levy rates.

(*c.*) To lease the rates.

(*d.*) To provide and license steam tugs.

(*e.*) To be a pilotage and local authority under the Merchant Shipping Acts.

(*f.*) To lease or feu superfluous lands.

(*g.*) To borrow 45,000*l.*

The estimated cost of the works is 43,000*l.*

No objections to the application have been received, but the Promoters pr pose to take powers to acquire a considerable extent of land above high-water

mark embracing the three villages of St. Combs, Charlestown, and Inverallochy. The Board are of opinion that such powers cannot be conferred by a Provisional Order under the General Pier and Harbour Acts, and have informed the Promoters accordingly. It has been arranged that the Order shall be confined to the actual harbour works, (i. ii. and iii.); and on this basis, and subject to certain further modifications, the Board of Trade propose to proceed with the application.

16. Yarmouth (Great).

The Promoters are Mr. E. H. Perks, and others, who apply for powers—

1. To construct a pier, jetty, and landing place (open), with an approach road, commencing at a point on the eastern side of the existing esplanade at Great Yarmouth, opposite the centre of the eastern extremity of Trafalgar Square, and proceeding thence in an easterly direction for 500 yards.
2. To erect pavilions, &c., thereon.
3. To levy rates.
4. To lease the rates.

The estimated cost of the works is 25,000*l.*

Objections to the applications have been received from—

(*a.*) The Town Council of Great Yarmouth;

(*b.*) The Great Yarmouth Port and Haven Commissioners.

In consequence of these objections the application has been withdrawn by the promoters.

Board of Trade,
12 March 1894.

Courtenay Boyle.

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

Session 1894.

REPORT by the Board of Trade of their Proceedings under "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act."

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, to be Printed.
13 *March* 1894.

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PIER AND HARBOUR PROVISIONAL ORDERS.

RETURN to an Order of the Honourable The House of Commons, dated 18 April 1894;—*for*

COPY "of MEMORANDUM stating the Nature of the Proposals contained in the PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS CONFIRMATION (No. 1) BILL."

Board of Trade, 18 April 1894. } COURTENAY BOYLE.

MEMORANDUM stating the Nature of the Proposals contained in the PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS CONFIRMATION (No. 1) BILL.

BANGOR.

The Order proposes to extend the time for constructing the works authorised by "The Bangor Harbour Order, 1891."

DARTMOUTH.

The Order proposes to empower the Dartmouth Harbour Commissioners to borrow 35,000*l*., such power to be in substitution for their existing powers, except as to the monies borrowed from the Public Works Loan Commissioners.

LITTLEHAMPTON.

The Order proposes to empower "The Littlehampton Pier Company, Limited," to construct a pier at Littlehampton, to erect pavilions, &c., thereon, and to levy rates of the usual description.

SEAFORD.

The Order proposes to empower Mr. James Lee to construct a pier at Seaford, to erect pavilions, &c., thereon, and to levy rates of the usual description.

Board of Trade, April 1894. } *C. Cecil Trevor.*

PIER AND HARBOUR PROVISIONAL ORDERS.

MEMORANDUM stating the Nature of the Proposals contained in the PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS CONFIRMATION (No. 1) BILL.

(*Mr. Burt.*)

Ordered, by The House of Commons, *to be Printed*,
18 *April* 1894.

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80.

PIER AND HARBOUR PROVISIONAL ORDERS.

RETURN to an Order of the Honourable The House of Commons, dated 3 May 1894;—*for*,

COPY "of MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS CONFIRMATION (No. 2) BILL."

Board of Trade, 3 May 1894. } COURTENAY BOYLE.

MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS CONFIRMATION (No. 2) BILL.

COLLIESTON.

The Order proposes to incorporate the Collieston Harbour Trustees, and to empower them to construct harbour works. It also provides for the levying of rates, and the borrowing of 5,000*l.*

FRASERBURGH.

The Order proposes, in pursuance of the powers conferred by the 7th Section of the Public Works Loans Act, 1882, to authorise the Fraserburgh Commissioners of Police, by guarantee or otherwise, to aid the Fraserburgh Harbour Commissioners in raising a loan from the Public Works Loan Commissioners for harbour purposes, and provides for the determination by an arbiter, to be appointed by the Board of Trade, of any disputes which may arise between the Police Commissioners and the Harbour Commissioners in respect of the Order.

POLPERRO.

The Order proposes to incorporate the Polperro Harbour Trustees, and to vest the existing harbour in them, with power to construct works. It also provides for the levying of rates and the borrowing of 3,000*l.*

WHITELINKS.

The Order proposes to incorporate the Whitelinks Harbour Trustees, and to empower them to construct harbour works. It also provides for the levying of rates, and the borrowing of 38,000*l.*

Board of Trade, May 1894. } *C. Cecil Trevor.*

PIER AND HARBOUR PROVISIONAL ORDERS.

COPY of MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS CONFIRMATION (No. 2) BILL.

(Mr. Burt.)

Ordered, by The House of Commons, *to be Printed,*
3 *May* 1894.

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101.

PIER AND HARBOUR PROVISIONAL ORDERS.

RETURN to an Order of the Honourable The House of Commons, dated 24 May 1894;—*for*,

COPY "of MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS CONFIRMATION (No. 3) BILL."

Board of Trade, 24 May 1894. } COURTENAY BOYLE.

MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS CONFIRMATION (No. 3) BILL.

Avoch.

The Order proposes to empower Mr. J. D. Fletcher to construct a pier, quay, and breakwater at Avoch, to provide and license steam-tugs, to levy rates of the usual description, and to borrow 8,500 *l.*

The Order further provides for the incorporation of representative Harbour Trustees, and the transfer to them of the Undertaking, if the Promoter so desires.

Burnmouth.

The Order proposes to incorporate the Burnmouth Harbour Trustees, and to vest in them the existing Harbour of Burnmouth, with power to construct a wharf, to provide and license steam-tugs, to levy rates of the usual description, and to borrow 5,000 *l.*

Loch Efort.

The Order proposes to empower Sir J. W. P. Campbell Orde, Bart., to construct a pier at Loch Efort, to levy rates of the usual description, and to borrow 4,000 *l.*

Poole.

The Order proposes to empower the Corporation of Poole, acting as Trustees of the Quays and Harbours, to construct protective groynes on the south-eastern side of the entrance to Poole Harbour, to acquire, and retain for the purpose of protecting the harbour entrance, certain lands known as the Sandbanks, and to borrow 5,000 *l.*

Board of Trade, May 1894. } *C. Cecil Trevor.*

PIER AND HARBOUR PROVISIONAL ORDERS.

MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDERS included in the PIER and HARBOUR ORDERS CONFIRMATION (No. 3) BILL.

(*Mr. Burt.*)

Ordered, by The House of Commons, *to be Printed,*
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129.

PIER AND HARBOUR PROVISIONAL ORDERS.

RETURN to an Order of the Honourable The House of Commons, dated 12 June 1894;—*for*,

COPY "of MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDER included in the PIER and HARBOUR PROVISIONAL ORDER (No. 4) BILL."

Board of Trade, 12 June 1894.

COURTENAY BOYLE.

MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDER included in the PIER and HARBOUR ORDERS CONFIRMATION (No. 4) BILL.

Montrose.

The Order proposes to empower the Montrose Harbour Trustees to levy rates in substitution for those authorised by the Montrose Harbour Order, 1878, and to borrow 30,000*l.*, including the amount of the debt authorised by the Montrose Harbour Acts and Order, 1837–1878, and still due by the Trustees.

Board of Trade, June 1894.

C. Cecil Trevor.

PIER AND HARBOUR PROVISIONAL ORDERS.

MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL ORDER included in the PIER and HARBOUR ORDERS CONFIRMATION (No. 4) BILL.

(Mr. Burt.)

Ordered, by The House of Commons, *to be Printed*, 12 *June* 1894.

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161.

RETURN to an Order of the Honourable The House of Commons, dated 19 March 1894;—*for*,

COPY "of the REPORT of the Board of Trade on the BARRY RAILWAY BILL.'

1894.

REPORT OF THE BOARD OF TRADE.

BARRY RAILWAY BILL.

By Clause 5 of this Bill it is proposed to empower the Barry Railway Company to construct a Railway (Railway No. 2) cutting off more than one-half, or about 50 acres of the most sheltered part of Barry Harbour, and to make an Embankment or Breakwater in that harbour at a point about 25 chains below the site of the proposed crossing.

By Clause 14 the Company seek power to fill up, and deal with for the purposes of their undertaking, the area of Barry Harbour which will be cut off by the proposed Railway.

By Clause 15 it is proposed that, as from the completion of the proposed Embankment or Breakwater, Section 25 of the Barry Dock and Railways Act, 1884 (which provides for the maintenance by the Company of the depth of Barry Harbour), shall be repealed.

In the year 1883, when the Barry Docks scheme first came before Parliament, the Board of Trade required the insertion in the Bill of that year of a clause to provide for the maintenance by the Company, in its then existing condition and depth of water, of the portion of the waterway of Barry Harbour useful for refuge purposes, and the Board presented to Parliament a Report, copy of which is printed in the Appendix. The Bill, however, did not pass.

In the following Session the Barry Dock and Railways Act, 1884, was passed, and contained, in Section 25, the provisions for the protection of Barry Harbour which were required by the Board in the Bill of the previous year.

The Board are advised that the present free harbour of Barry is still valuable, both for refuge purposes and also as a pilot and tug-boat station, and is the only natural free harbour in the neighbourhood in which small vessels can safely take shelter.

The Board are further advised that, even if the works contemplated by the Bill should be authorised by Parliament, the Company should not be relieved of the obligations imposed upon them by Section 25 of their Act of 1884, but that they should remain bound to maintain, in an efficient condition, the harbour of Barry and the entrance thereto.

In these circumstances, the Board of Trade submit for the consideration of Parliament, whether the proposals of the Company with respect to Barry Harbour should remain in the Bill.

Board of Trade,
March 1894.

Courtenay Boyle.

Appendix.

REPORT OF THE BOARD OF TRADE.

Barry Dock and Railways Bill, 1883.

By this Bill it is proposed to incorporate the Barry Dock and Railways Company, with powers to construct, among other works, a system of Docks and Railways between Barry Island and the mainland, to be inclosed within two dams across the Barry Sound; the one commencing near Redbrink Point and terminating to the east of Castle Land Point, and the other commencing near the north-western corner of the Island, and terminating near East Barry.

In connection with these works the Company seek powers to construct three Breakwaters, and to make a new cut or channel between Castle Land Point and Warren Tamp, for the stream which now flows between the Island and the mainland.

The western portion of the waterway between the Island and the mainland affords a natural refuge to pilot boats, tugs, and small coasters; and the construction of the proposed works, by deflecting the course of the stream which now runs through and scours this portion, may probably cause it to silt up, and thus diminish, or perhaps destroy, the refuge.

The Board of Trade have consequently required the insertion of clauses to provide for the maintenance by the Company, in its existing condition and at its present depth of water, of that portion of the waterway which is useful for refuge purposes.

Board of Trade,
March 1883.

T. H. Farrer.

HARBOUR, &c. BILLS.

1894.

REPORT OF THE BOARD OF TRADE.

BARRY RAILWAY BILL.

(*Mr. Burt.*)

Ordered, by The House of Commons, *to be Printed,*
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RETURN to an Order of the Honourable The House of Commons, dated 19 March 1894;—*for*,

COPY "of REPORT of the Board of Trade on the FURNESS RAILWAY BILL."

1894.

REPORT OF THE BOARD OF TRADE.

FURNESS RAILWAY BILL.

By Clause 12 of this Bill, it is proposed to repeal Section 29 of "The Furness Railway Act, 1879," and to make fresh arrangements with regard to the disposal of the surplus light duties received in respect of Walney Light by the Commissioners and Trustees of the Port of Lancaster from shipping resorting to the Harbour of Barrow and Piel.

The local lighthouse on Walney Island was erected about 100 years ago by the Commissioners and Trustees of the Port of Lancaster, under the powers of an Act of 29 Geo. 3 c. 39. By this Act the Commissioners were authorised to levy duties in respect of the light, and any surplus was to be expended in improving the Port of Lancaster.

The Revenue from these duties, for many years comparatively small, increased with the development of Barrow and Fleetwood, and the Lancaster Commissioners in 1879 agreed with the Furness Railway Company as follows:—When the light duties paid by vessels to and from Barrow and Piel, after deducting cost of collection, did not exceed 1,500*l.*, the whole sum was to go to the Lancaster Commissioners; when over 1,500*l.* and under 3,000*l.*, 1,500*l.* was to go to the Lancaster Commissioners, and the remainder to be divided equally between those Commissioners and the Furness Railway Company; when exceeding 3,000*l.*, 2,250*l.* was to go to the Lancaster Commissioners, and the remainder to the Furness Railway Company.

This Agreement was carried into effect by Section 29 of "The Furness Railway Act, 1879" (42 & 43 Vict. c. cxlvi).

The Lancaster Commissioners further agreed with the Fleetwood Harbour Authority as follows:—When the light duties paid by vessels to or from Fleetwood, after deducting cost of collection, did not exceed 450*l.*, the whole was to go to the Lancaster Commissioners; when over 450*l.*, and under 1,000*l.*, 450*l.* was to go to the Lancaster Commissioners, and the remainder to be divided equally between those Commissioners and the Fleetwood Harbour Authority; when exceeding 1,000*l.*, 725*l.* to go to the Lancaster Commissioners, and the remainder to the Fleetwood Harbour Authority.

This Agreement was carried into effect by Section 53 of "The London and North Western Railway Act, 1880" (43 & 44 Vict. c. cxlv).

It is now proposed to put Barrow on the same footing as Fleetwood in regard to these surplus dues. When the light duties paid by vessels to and from Barrow and Piel, after deducting cost of collection, do not exceed 450*l.*, the whole is to go to the Lancaster Commissioners; when over 450*l.* and under 1,000*l.*, 450*l.* is to go to the Lancaster Commissioners, and the remainder to be divided equally between those Commissioners and the Furness Railway Company; when over 1,000*l.*, 725*l.* to go to the Lancaster Commissioners, and the remainder to the Furness Railway Company. The moneys so received by the Furness Railway Company are to be expended partly in buoying, maintaining, and improving Piel Harbour and Channel, and partly for the benefit of ships entering or leaving Barrow. The light duties authorised by the Act of 1789 are 3*d.* per ton, once in every year, from vessels passing by or sailing between the south end of Walney Island and the north-west side of Rossall Point, or sailing into or out of the River Duddon and unloading within Lancaster (now Morecambe) Bay, and 1*d.* per ton once in every voyage from every such vessel so sailing between Walney and Rossall and not loading or unloading.

The Board of Trade are not in a position to state the amount of the surplus retained by the Lancaster Commissioners after deducting the annual cost of the lighthouse (which for the 10 years ended 1892 is stated to have averaged 673*l.*), but the surplus allotted under the existing statutory agreements to Fleetwood and Barrow in 1892 was as follows:—

	£.
Fleetwood - - - - - - - - -	1,151
Barrow - - - - - - - - -	304

It appears to the Board of Trade that in this partition of profits the interests of the trade have been somewhat overlooked, and it is for the consideration of Parliament whether, having regard to the principles of modern legislation, an opportunity can now be taken to relieve shipping from the greater portion of the payment of a light due which is in excess of the amount actually required for the efficient maintenance of the light.

Board of Trade,
March 1894.

Courtenay Boyle.

HARBOUR, &c. BILLS.

1894.

REPORT OF THE BOARD OF TRADE.

FURNESS RAILWAY BILL.

(*Mr. Burt.*)

Ordered, by The House of Commons, *to be Printed,*
19 *March* 1894.

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[*Price* ½*d.*]

35—(2). *Under* 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 19 March 1894;—*for*,

COPY "of the REPORT of the Board of Trade on the PRESTON GAS BILL."

1894.

REPORT OF THE BOARD OF TRADE.

PRESTON GAS BILL.

BY this Bill it is proposed, among other things, to empower the Preston Gas Company to construct a viaduct commencing at the south-eastern corner of lands upon which they propose to erect Gas Works, and terminating on the north bank or wall of the River Ribble, at a point about 30 chains below the entrance to the tidal basin of the Albert Edward Dock, with a jetty or wharf in or on the said bank or wall of the River Ribble.

The Board of Trade have received from the Corporation of Preston, who are Conservators of the River Ribble, a communication urging objections to the proposed scheme. An extract from this document is printed as an Appendix to this Report, and the Board are advised that it deserves the serious consideration of Parliament.

Board of Trade,
March 1894.

Courtenay Boyle.

APPENDIX.

Town Hall, Preston, 29 January 1894.

* * * * *

BY the Preston Gas Bill, it is proposed to empower the Preston Gas Company to construct a jetty or wharf on the north wall of the River Ribble.

The jetty or wharf is proposed to run across the Corporation River walls and lands, and project into the river about 90 feet beyond high-water line. It runs at a minimum height of 15 feet above the Corporation bank, and at a height of about 21 ft. 3 in. above high water, according to the deposited plans.

The effect of it, on the point of its projecting into the river, would, with a vessel moored to it, mean an additional projection of some 30 to 40 feet, making a total projection into the river of about 120 or 130 feet, and a reduction of the navigable width at this point of the river by 50 feet.

Such a projection into the river is very serious, and more particularly so about this portion of the river, which is only about a quarter of a mile from the entrance to the dock; for the jetty itself, apart from the mere reduction of the navigable width, must seriously hamper the navigation of the traffic to and from the dock, but this traffic would obviously be more hampered when a vessel was moored to the jetty, and still more so when vessels are manœuvred at the jetty, for then it would necessarily mean the stoppage of the whole river traffic.

It must be borne in mind that the maximum length of time for docking great vessels is half-an-hour, and for ordinary vessels there is, at the most, an hour. Some vessels with favourable wind come up themselves, and any obstruction to these would be fatal. For vessels of deep draught, this is the most critical part of the river, because they have to frequently come with speed for steerage.

For these reasons, the Corporation dredging plant, when anywhere in this part of the river, have always at high water been sheered out of the way and all manœuvring topped.

There is another feature—that if any vessels moored there grounded (which they will do every tide), they will create a serious shoal, as they will be lying in the tideway on a bottom of loose friable material.

Another feature, and an important one, is that the width of the proposed jetty is only 200 feet, not sufficient for safe moorings, especially during high floods.

Attention is also directed to the power in Clause 7 of the Bill relating to Little Savick Brook. The abstraction from the river of this stream is serious.

* * * * *

I am, &c.
(signed) *H. Hamer,*
Town Clerk.

HARBOUR, &c. BILLS.

1894.

REPORT OF THE BOARD OF TRADE

PRESTON GAS BILL.

(*Mr Burt.*)

Ordered, by The House of Commons, *to be Printed,*
19 *March* 1894.

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35—(4). [*Price* ½*d.*]

RETURN to an Order of the Honourable The House of Commons, dated 19 March 1894 ;—*for*,

REPORT of the Board of Trade on the PORT TALBOT RAILWAY and DOCKS BILL.

1894.

REPORT OF THE BOARD OF TRADE.

PORT TALBOT RAILWAY AND DOCKS BILL.

By this Bill it is proposed to incorporate the Port Talbot Railway and Docks Company with powers to construct additional Harbour and Dock works at Port Talbot.

By Clause 5 it is proposed to define the limits below high water mark of the Port and Harbour of Port Talbot by the circumference of a semi-circle having a radius of two miles from the tower on the pier of Port Talbot. Within these limits, extending for four miles along the coast, vessels may be liable for dues.

The present limits of the Port are defined by the 14th Section of the Port Talbot Act of 1836 (6 Will. 4, cap. xcviii.), and include the area between high and low water marks between points one mile south of, and two miles north of, the then mouth of the River Avon.

The proposed new limits practically embrace the same, or rather a larger area of foreshore than the present limits, and include the former entrance to the River Avon, about three-quarters of a mile south of the present entrance, and vessels using that entrance are and will be subject to taxation without deriving benefit from the works of the Port Talbot Company.

It has always been held that applicants to Parliament for extended powers should be called upon to conform to the principles of modern legislation, and submit to necessary curtailments of existing powers. In the present instance, the existing limits of the Port were defined 58 years ago, when the interests of navigation and of shipping may be presumed to have not been so closely cared for as at present. It is now a cardinal principle of Parliament that tolls should not be imposed upon vessels which will derive no benefit from the works in respect of which such tolls are levied; and the Board would suggest for the consideration of Parliament, that the future limits below high water mark of the Port and Harbour of Port Talbot should be the circumference of a semi-circle having a radius of 1,000 yards from the tower on the pier of Port Talbot, as they are advised that vessels landing and embarking goods and passengers beyond such a semi-circle can derive no benefit from the works of the Company.

Board of Trade,
March 1894.

Courtenay Boyle.

HARBOUR, &c. BILLS.

1894.

REPORT OF THE BOARD OF TRADE

PORT TALBOT RAILWAY AND DOCKS BILL.

(*Mr. Burt.*)

Ordered, by The House of Commons, *to be Printed,*
19 *March* 1894.

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35—(3).

PILOTAGE.

ABSTRACT "of RETURNS relating to PILOTS and PILOTAGE in the UNITED KINGDOM (in continuation of Parliamentary Paper, No. 263, of Session 1893)"—[as furnished by the various Pilotage Authorities].

(Year ended 31st December 1893):

— 1. —

Of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE for the Time being in force, issued by the respective Pilotage Authorities in the United Kingdom:

— 2. —

Of the NAMES and AGES of the PILOTS or APPRENTICES licensed or authorised to act by the respective Pilotage Authorities, and of all PILOTS or APPRENTICES acting either mediately or immediately under such Authorities, whether so licensed or authorised or not:

— 3. —

Of the Service for which each PILOT or APPRENTICE is licensed:

— 4. —

Of the RATES of PILOTAGE for the Time being in force at the Ports under the Jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage:

— 5. —

Of the TOTAL AMOUNT received for PILOTAGE at the respective Ports aforesaid; distinguishing the several Amounts received from British Ships and from Foreign Ships respectively, and the several Amounts received in respect of different Classes of Ships paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots; and also the Amount paid by such Ships (if any) as have, before reaching the Outer Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities; together with the Numbers of the Ships of each of the several Classes paying such several Amounts as aforesaid:

— 6. —

Of the RECEIPT and EXPENDITURE of all MONIES (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, *to be Printed*,
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(F. means *Free*; C. means *Compulsory*, F.C. means *Mixed*).

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RETURNS

RELATING TO

PILOTS AND PILOTAGE.

ENGLAND AND WALES.

PORT OF ARUNDEL.

Pilotage is Compulsory. *Limits of District.*—Undefined.

RULES, BYE-LAWS, &c.

See p. 1 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Name.	Age.	Name.	Age.
George Butler - - -	59	George Lambeth - - -	59

RATES of PILOTAGE.

See p. 1 of Parl. Paper, No. 154 of 1889.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. COASTERS. Towed by Steam. No.	Amount.	FOREIGN VESSELS. COASTERS. Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour (Littlehampton) -	8	3 11 6	69	58 18 9½	42	55 18 3	119	118 8 6½
From Sea to Ford and beyond Ford - -	–	- -	32	31 2 8	–	- -	32	31 2 8
Total - - -	8	3 11 6	101	90 1 5½	42	55 18 3	151	149 11 2½

(2.)—OUTWARDS.

From Harbour (Littlehampton) to Sea -	9	3 18 9	70	59 12 9½	42	55 18 3	121	119 9 9½
From Ford and beyond Ford to Sea - -	–	- -	31	30 13 11	–	- -	31	30 13 11
Total - - -	9	3 18 9	101	90 6 8½	42	55 18 3	152	150 3 8½

PORT OF ARUNDEL—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for - Inward pilotage -	149	11	2½	By amount paid in respect of pilots -	299	14	11
To gross amount received for - Outward pilotage -	150	3	8½	By amount paid for secretary * - -	—		
£.	299	14	11	£.	299	14	11

* The clerk to the Commissioners has no extra salary in connection with the pilots.

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION OR SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	297	17	9	By balance carried to next account (specifying investments, if any):			
To amount received as contribution to superannuation and pension fund:				In 2¾ Consols - - - - -	110	3	10
From pilots - - - - - -	17	16	2	In Arundel Savings Bank - -	210	6	7
Interest - - - - - -	4	16	6				
£.	320	10	5	£.	320	10	5

23 January 1894. *Richard Holmes*, Clerk.

PORT OF BARRY.

Pilotage is Free. *Limits of District.—See* Bye-law 6, p. 3 of Parl. Paper, No. 251 of 1891.

BYE-LAWS and RATES of PILOTAGE.

See p. 2 of Parl. Paper, No. 251 of 1891.

NAMES of PILOTS.

LIST of PILOTS licensed by the *Barry* Pilotage Board.

Channel Pilots.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
William Sanders - - -	44	Abraham Woodward - -	53	Barry and Cardiff.
John Berkeley - - -	51	Moses White - - -	48	
Edward Holmes - - -	48	David Lewis - - -	38	
Jonathan Lewis - - -	48	Thomas Evans - - -	38	
Edward Edwards - - -	46	John Hubbard - - -	56	
John H. Hancock - - -	50	William H. Howe - -	44	
Horatio Davies - - -	52	Richard S. Reid - - -	39	
Thomas Richards - - -	56	John Salt - - - -	41	
Walter Leyshon - - -	71	Peter Evans - - -	60	
David Davies - - -	47			
Benjamin C. Morgan - -	44	James A. Clare - - -	37	
Giles Rowles - - -	48	Thomas Lewis - - -	39	
Edward Parry - - -	47	Frank Trott - - -	37	
Albert Cope - - - -	53	Joseph Sanders - - -	44	
Isaac Davies - - -	51	Rees Jones - - - -	39	Barry and Newport
John Davies - - - -	47	John T. Lewis - - -	34	
Thomas Cox - - - -	52	William Thompson - -	42	
John H. Cox - - - -	46	John Thompson - - -	39	
Elija Cox - - - -	38	Henry C. Edmunds - -	42	
Joseph Cox - - - -	42	John Adams - - -	53	
Samuel Harwood - - -	35	William Dyer - - -	52	Barry.
Daniel S. Davies - - -	30	Albert Sanders - - -	32	
William Paterson - - -	38	David Jones - - -	40	
Thomas Jones - - -	45			
George Bennett - -	46	Thomas B. Brown - -	52	

PORT OF BARRY—*continued.*

NAMES OF PILOTS—*continued.*

First Class Port Pilots.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Owen Bowen	50	Henry J. Hancock	29	Barry.
John Sparks	25	Charles Dalton	30	

Second Class Port Pilot.

Samuel Davies	23	Barry.

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Charles George	18	Thomas Hubbard	19	George A. C. Morrice	17
George Burfitt	19	Lewis Alexander	15	David E. Williams	17
Charles Edward Bennett	21	Richard H. Bennett	17	Percy Rowles	17
Albert G. Manley	17	Daniel J. Jones	19	George B. C. Hancock	17

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.			FOREIGN VESSELS.			TOTALS.		
	No.	Amount.		No.	Amount.		No.	Amount.	
		£.	s. d.		£.	s. d.		£.	s. d.
From Barry Roads to Barry Dock	1,468	2,738	9 2	238	350	18 4	1,706	3,089	7 6
From Nash to Barry Roads	576	1,188	3 5	82	135	13 9	658	1,323	17 2
From Coombe to Barry Roads	75	351	8 –	20	71	6 7	95	422	14 7
From Lundy to Barry Roads	30	220	5 –	33	186	1 8	63	406	6 8
Sundries	112	95	15 –	36	32	– –	148	127	15 –
TOTAL	2,261	4,594	– 7	409	776	– 4	2,670	5,370	– 11

(2.)—OUTWARDS.

From Barry Dock to Barry Roads	1,441	2,709	9 2	227	341	10 4	1,668	3,050	19 6
From Barry Roads to Nash	676	1,406	6 8	77	124	18 4	753	1,531	5 –
From Barry Roads to Coombe	46	242	– –	11	47	2 3	57	289	2 3
From Barry Roads to Lundy	47	366	14 2	33	231	16 8	80	598	10 10
Sundries	174	164	2 6	17	13	15 2	191	177	17 8
TOTAL	2,384	4,888	12 6	365	759	2 9	2,749	5,647	15 3

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	283	8	5	By amount paid in respect of pilots	10,809	13	11
To gross amount received for { Inward pilotage	5,370	–	11	By amount paid in respect of printing, stationery, &c.	4	1	10
{ Outward pilotage	5,647	15	3	By amount paid in respect of income tax, 1889 to 1892	8	1	3
To amount of fees received from applicants for pilots' licences (2)	2	2	–	By amount paid in respect of incidental expenses	13	5	10
To amount of fees received from applicants for renewal of pilots' licences (52)	27	6	–	By amount paid for auditor's and accountant's fees	70	10	–
To amount received from other sources :				By balance carried to next account	*438	2	9
Fees for registering pilot's cutters	5	17	6				
Interest	7	5	6				
£.	11,343	15	7	£.	11,343	15	7

* £. 307 5*s.* 6*d.* of this balance is on deposit at the Metropolitan Bank of England and Wales, Limited.

14 February 1894. *R. T. Duncan.*

The Board of Trade are informed that there is no Superannuation Fund at present.

PORT OF BLAKENEY.

Pilotage is Compulsory in the case of Vessels over 50 tons register.
Limits of District.—See p. 4 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 4 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Service for which Licensed.
John Otway	68	To pilot vessels into and out of the harbour.
James Lee	55	
John Butters	47	

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels. Coasters. Not Towed by Steam. No.	Amount.	Coasters. Towed by Steam. No.	Amount.	Oversea. Towed by Steam. No.	Amount.	Totals. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	8	4 1 9	63	36 – 9	2	1 6 –	73	41 8 6
(2.)—OUTWARDS.								
From Harbour to Sea	11	4 6 6	56	32 8 –	–	– –	67	36 14 6

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for - Inward pilotage -	41 8 6	By amount paid to pilots - - -	78 3 –
Outward pilotage -	36 14 6		
£.	78 3 –	£.	78 3 –

1 February 1894. *C. J. Temple Lynes*, Clerk.

PORT OF BOSTON.

Pilotage is Compulsory. *Limits of District.—See* p. 5 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 4 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
William George Parker	58	Thomas Shepherd	39	To pilot ships into and out of the Port of Boston.
George Taylor Dawson	41	Robert William Parker	38	

PORT OF BOSTON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From High Horn to Boston (11 miles) -	124	91 3 7	54	87 13 4	9	10 19 –	112	158 17 –	299	348 12 11

(2.)—OUTWARDS.

From Boston to High Horn (11 miles) -	149	98 16 –	6	6 3 9	39	26 19 10	80	94 6 1	274	226 5 8

Note.—The sums paid for towage by steam cannot be ascertained, as the steam boats belong to private persons, who render no account to the Pilot Commissioners.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	430	15	9	By amount paid to pilots - - -	569	3	8
To gross amount received for - Inward pilotage -	348	12	11	By amount paid as contributions to pilots' superannuation fund - -	6	6	–
To gross amount received for - Outward pilotage -	226	5	8	By other expenses of pilotage authority, viz.:—			
To amount of fees received from applicants for renewals of pilots' licences (1)	1	1	–	Collector's commission of 1 per cent. on pilots' earnings - -	5	14	11
To amount of fees received from applicants for renewals of masters' certificates (5) - - - - - -	5	5	–	Sundry other expenses - -	6	4	10
To amount received from other sources, viz.:				By amount paid for clerk - - -	30	–	–
				By amount paid for superintendent of pilots - - - - - -	10	16	8
1 *d.* per chaldron on coals, and 1 *d.* per ton on merchandise on the register tonnage of vessels trading to and from the port -	477	11	4	By amount transferred to the Harbour Trust to the credit of the general fund - - - - - -	* 383	14	3
				By balance carried to next account -	477	11	4
£.	1,489	11	8	£.	1,489	11	8

* *Note.*—This amount was the balance in the treasurer's hands on the 6th February 1893, the date of the annual meeting of the Trust, and was transferred to the Harbour Trust towards the expenses of the port, such as keeping up the pilot sloop, buoys, beacons, seamarks, &c.

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION OR SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	18	1	7	By amount paid for premiums on three deferred annuity policies effected through the Post Office Savings Bank - - - - - -	26	19	7
To amount received as contribution to superannuation and pension fund:							
From pilot R. W. Parker for licence - - - - - -	1	1	–	By balance carried to next account -	14	8	7
Pilots' contributions towards premiums on three deferred annuity policies from pilots - - -	17	–	7				
From other sources:							
Fees received on the renewal of certificates granted to masters of vessels - - - - - -	5	5	–				
£.	41	8	2	£.	41	8	2

31 March 1894.

Charles Lucas, Clerk.

PORT OF BRISTOL.

Pilotage is Free, except within the limits of the Port of Bristol.

Limits of District.—*See* p. 7 of Parl. Paper, No. 154 of 1889 ; and Section 3 of Bristol Pilotage Order, 1891, as confirmed by Pilotage Order Confirmation (No. 1) Act, 1891.

REGULATIONS and RATES of PILOTS.

See p. 7 of Parl. Paper, No. 154 of 1889 ; and p. 27 of Parl. Paper, No. 212 of 1892.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Thomas Ellis	60	John Smith (superannuated)	66	Jeremiah Berry	55
William Hunt	48	Samuel S. Bailey	59	Samuel Shepherd	60
William Henry Gilmore	63	John Browne	58	Alfred Ray	61
John Pains	64	William Russell	54	John Carey	61
Richard Case	61	George F. Dickens	52	William Thomas (dead)	65
Charles Case	63	Edward Canby	64	James Mitchell	67
Edward Case	49	Thomas Thayer	48		
James Howard	55	Alfred Chesswell	59	James Bailey	55
Edward J. Craddy	49	Edward Rowland	57	Sidney George Thomas	44

Names of Apprentices.

Frank Egbert Yeatman Dickens, aged 15 | Arthur James Gilmore Dickens, aged 22.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels. Coasters.	British Vessels. Overseas. Towed by Steam. No.	British Vessels. Overseas. Towed by Steam. Amount.	Foreign Vessels. Towed by Steam. No.	Foreign Vessels. Towed by Steam. Amount.	Totals. No.	Totals. Amount.
			£. s. d.		£. s. d.		£. s. d.
From Lundy to Barry Roads	All Coasting Vessels free of Pilotage.	–	–	1	6 3 4	1	6 3 4
From Lundy to Penarth Roads		2	16 15 –	2	14 – –	4	30 15 –
From Lundy to King Road		3	20 17 6	2	11 12 6	5	32 10 –
From Lundy to Bristol		40	481 6 3	33	274 4 9	73	755 11 –
From Coombe to Bristol		16	207 17 6	20	171 1 –	36	378 18 6
From Minehead to Penarth Roads		–	–	1	2 10 –	1	2 10 –
From Minehead to King Road		2	10 15 –	–	–	2	10 15 –
From Minehead to Bristol		211	2,054 1 3	52	326 6 3	263	2,380 7 6
From Holmes to King Road		1	2 8 3	–	–	1	2 8 3
From Holmes to Bristol		233	1,397 4 6	27	117 4 3	260	1,514 8 9
From King Road to Bristol		75	204 16 9	20	49 14 6	95	254 11 3
Total	– –	583	4,396 2 –	158	972 16 7	741	5,368 18 7

(2.)—OUTWARDS.

From Bristol to King Road	All Coasting Vessels free of Pilotage.	52	136 3 6	5	11 19 –	57	148 2 6
From Bristol to Newport District		43	278 1 6	7	32 10 9	50	310 12 3
From Bristol to Holmes		246	1,466 8 –	69	285 8 9	315	1,751 16 9
From Bristol to Penarth Roads		115	736 5 –	41	181 18 3	156	918 3 3
From Bristol to Barry Roads		32	326 12 9	7	57 1 9	39	383 14 6
From Bristol to Nash Point		64	678 8 9	14	96 5 –	78	774 13 9
From Bristol to Mumbles		4	51 1 6	4	40 13 6	8	91 15 –
From Bristol to Lundy		8	98 4 –	4	29 16 –	12	128 – –
Total	– –	564	3,771 5 –	151	735 13 –	715	4,506 18 –

PORT OF BRISTOL—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for - { Inward pilotage -	5,368	18	7	By amount paid in respect of fees on masters' and mates' certificates paid to city treasurer - - - - -	65	2	–
{ Outward pilotage -	4,506	18	–				
To amount of fees received from applicants for masters' and mates' certificates (6) - - - - - - -	12	12	–	By amount paid by pilots for boats and men assisting ships up and down the river, and into and out of Avonmouth Dock and Portishead Dock - -	1,864	10	–
To amount of fees received from applicants for renewal of masters' and mates' certificates (50) - - - - - -	52	10	–	By amount contributed by pilots to pilotage fund - - - - - -	383	–	6
				By amount of fees on pilotage notes paid to Haven Master for city treasurer - - - - - - -	259	17	–
				By amount retained by the pilots -	7,368	9	1
£.	9,940	18	7	£.	9,940	18	7

N.B.—Ever since the passing of the Merchant Shipping Act, 1854, the annual returns have shown deductions from the gross earnings of the pilots as 7*s.* 6*d.* in the £. sterling for the Channel Pilotage between Lundy and Kingroad. Since the reduction of the compulsory area in 1891, this arrangement has been altered, and a lesser percentage has since been paid on the River as well as on the Channel Pilotage, to the crews of pilot skiffs. The amount not being laid down by law or bye-law, is now omitted altogether, as at other ports both in the Bristol Channel and elsewhere, as shown by the Parliamentary Returns.

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received from fund invested in Bristol Corporation 3½ per Cent. Debenture Stock - - - - -	657	9	6	By amount paid for pensions or superannuations to pilots (19) - - -	657	9	6

PILOTAGE FUND established in pursuance of the Bye-law made 7th July 1891.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation and pension fund:				By amount paid for pension or superannuation to pilot - - - - -	11	5	–
From pilots - - - - - -	383	–	6	By amount invested in the purchase of 548*l.* 10*s.* Bristol Corporation 3½ per Cent. Debenture Stock - - -	630	1	–
From other sources, viz.:							
Masters' and mates' holding pilotage certificates - - - - - -	232	17	10				
Interest on Bristol Corporation 3½ per Cent. - - - - -	25	7	8				
£.	641	6	–	£.	641	6	–

29 March 1894. *Daniel Travers Burges*, Town Clerk.

PORT OF CARDIFF.

Pilotage is Free. *Limits of District.—See* p. 69 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 28 of Parl. Paper, No. 251 of 1891.

PORT OF CARDIFF—*continued.*

NAMES of PILOTS.

Channel Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William Richards	59	William Grimes	60	John Jones	50
William Williams	60	David Francis	46	Abraham Woodward	53
Evan T. Morse	48	W. M. Davies	49	Moses White	48
Zechariah White	63	Walter Leyshon	71	John Salt	41
William White	45	Charles Earnshaw	52	Thomas Hall	42
William Sanders	44	W. H. Howe	44	Thomas Francis	40
Peter Evans	60	David Davies	47	Edward Davies	40
Thomas Catterson	57	Thomas Jewill	61	John Hubbard	56
Lewis Jones	50	B. C. Morgan	—	John Russell	42
John Berkeley	51	John Wilson	49	Peter Carpenter	38
Thomas Richards	56	William Jones	53	William Williams	44
David Julian	74	Giles Rowles	48	Thomas Lewis	39
William Allen	69	Giles Woodward	48	W. E. J. S. Dalling	42
William Jenkins	44	David James	47	Tom P. Goodman	39
Benjamin Morgan	69	Isaac Greatrex	43	David Lewis	38
Edward Holmes	48	Edward Beecher	47	Christopher Rowles	41
Jonathan Lewis	48	Edward Parry	47	John Morgan	39
David Morse	41	John Hall	58	Thomas W. Evans	38
J. L. Harvey	56	Phillip Symons	59	Edward Harris	39
J. W. Symons	67	W. H. Russell	38	John Jones	41
Edward Edwards	46	A. B. Foulkes	45	Samuel Harvey	37
J. H. Hancock	50	Thomas Williams	49	H. C. James	37
John Rees	53	George Elliott	44	James Clare	37
Thomas Thomas	72	Albert Cope	53	Thomas Morris	36
William Couth	44	J. A. Howe	42	Frank Trott	37
David Young	72	Henry Harris	55	William Grimes	35
Horatio Davies	52	R. S. Reid	39	Joseph Sanders	44

First Class Port Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
David Evans	67	John Wright	34	John James Rees	32
Edwin Williams	38	J. H. Morse	34	Joseph H. Higgins	34
T. H. Brookes	36	Thomas Thomas, jun.	34	Richard H. England	34
W. R. Morris	35	John Holmes	34	Evan Morgan	32
C. H. S. Tamplin	37	H. J. Alexander	33	W. S. Williams	32
Henry Baker	55	Lewis Alexander	33	Edward W. Thomas	31
John Aubrey	67	Thomas Beer	32	William H. Woodman	33
John Williams	47	Robert Pead	34	Frank Denman	31
William Owen	61	Jonadab Bowen	49	James W. Reed	32

Second Class Port Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
A. E. Fisher	31	John William Berkeley	30	William Couch	33
David Duggan	31	William Morgan	30	Daniel O'Connell	31
John Thomas	32				

Supplemental Port Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Percival	73	Thomas Ellis	60	Richard Case	61
Alfred Ray	61				

PORT OF CARDIFF—*continued.*

NAMES OF PILOTS—*continued.*

Masters of Vessels Licensed to Pilot their own Vessels.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William Fry	63	Geo. M'Dougall	—	Duncan M'Dougall	32
A. Kennedy	—	Henry Lindsay	—	James N. Webber	36
James Arnel	—	Daniel West	—	John West	40
John Passmore	—				

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
A. E. Holmes	22	Jacob E. Jones	22	W. B. Elliott	16
William B. Wilson	24	Alfred J. Davies	20	E. W. Catterson	16
Alfred H. Beer	24	Henry Duggan	22	W. Beecher	19
John Jones	23	E. J. Saunders	22	W. H. Woodward	19
John Henry Beecher	24	Frank O. Davies	20	W. Thomas	18
John James Davies	20	J. J. Edwards	20	William John Harvey	19
Thomas Stoodley	22	Murer Weeks	19	David Jones	19
E. C. Taylor	23	Charles Edward Bennett	21	William Berkeley Duggan	17
John B. Jones	22	William Evans	21	Frederick William Hall	18
Alfred J. Evans	23	Moses John White	21	Oscar Larsson	16
George Hawkins	22	F. G. Garrett	21	David George Davies	17
L. W. Smith	22	T. J. Williams	20	Arthur Hall	17
T. J. Harris	23	R. G. Wilson	19	William Harris	17
W. H. James	23	Harry Cope	19	William Harries	16
W. E. Saddler	22	John Russell	19	Charles Frank Smith	16
Evan Milward	22	Harry Rowles	19	Joseph Hart Pasley	17
William E. Ames	21				

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS. OVERSEA.		FOREIGN VESSELS. OVERSEA.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Roads to Dock	2,039	4,407 17 6	573	775 19 6	2,612	5,183 17 –
From Nash to Dock	1,173	7,722 – 7	322	1,362 9 1	1,495	9,084 9 8
From Combe to Dock	69	773 5 6	79	508 14 –	148	1,281 19 6
From Lundy to Dock	39	529 16 –	90	701 3 10	129	1,230 19 10
TOTAL	3,320	13,432 19 7	1,064	3,348 6 5	4,384	16,781 6 –

(2.)—OUTWARDS.

From Dock to Road	1,718	3,460 – –	595	748 7 –	2,313	4,208 7 –
From Dock to Nash	1,399	8,988 11 –	326	1,367 4 –	1,725	10,355 15 –
From Dock to Combe	50	588 6 8	41	324 17 –	91	913 3 8
From Dock to Lundy	109	888 15 –	71	626 2 6	180	1,514 17 6
Sundries	–	952 8 6	–	148 10 2	–	1,100 18 8
TOTAL	3,276	14,878 1 2	1,033	3,215 – 8	4,309	18,093 1 10

PORT OF CARDIFF—*continued.*

CARDIFF PILOTAGE BOARD.—STATEMENT of ACCOUNTS for Year ending 31st December 1893.

PILOTAGE ACCOUNT.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received for pilotage	34,874	7	10	By balance brought forward	133	14	10
To balance	48	7	3	By amount paid to pilots	33,052	–	5
				By commission	1,736	19	10
£.	34,922	15	1	£.	34,922	15	1

MANAGEMENT ACCOUNT.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance from 1892	883	13	3	By salary to clerk	270	16	8
To commission	1,736	19	10	By salary to assistant clerk	135	8	4
				By salaries to other officers	43	2	5
To commission paid by masters of vessels holding pilots' licences	6	5	1	By rent, rates, taxes, and repairs	128	5	6
				By printing, stationery, and stamps	60	16	9
				By office and incidental expenses	46	16	9
				By auditor's fee	40	–	–
				By gas, water, and fuel	26	18	1
				By guarantee premiums	14	5	–
				By annual inspection	18	10	11
				By law expenses	12	12	–
				By telephone	8	–	–
				Transferred to Annuity Account	900	–	–
				By balance	921	5	9
£.	2,626	18	2	£.	2,626	18	2

ANNUITY ACCOUNT.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance from 1892	18,524	–	9	By amount paid away in annuities:			
To interest on investments	608	15	1	Sick allowances (26)	156	12	6
To commission on Barry earnings	68	6	5	Old age annuitants (9)	128	4	–
To amount transferred from Management Account	900	–	–	Widow annuitants (28)	379	–	6
To amount received for licences:				Orphan annuitants (14)	97	8	–
	£.	s.	d.		761	5	–
Pilots' licences (6)	6	6	–	By balance	19,407	5	9
Renewals	57	15	–				
Masters' licences (2)	2	2	–				
Renewals	3	3	–				
	69	6	–				
Less,—Expenses of examination	1	17	6				
	67	8	6				
£.	20,168	10	9	£.	20,168	10	9

BALANCE SHEET.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance of Management Account	921	5	9	By cash in hand	1,625	7	–
To balance of Annuity Account	19,407	5	9	By cash at National Provincial Bank	18	5	6
				By Taff Vale Railway Debenture Stock	3,000	–	–
				By Penarth Dock, Harbour, and Railway Company Debenture Stock	1,239	11	6
				By Rhymney Railway Company Debenture Stock	1,350	17	6
				By Rhymney Railway Preference Stock	2,329	4	1
				By Cardiff Corporation Stock	7,820	7	–
				By Midland Railway Debenture Stock	1,038	1	6
				By Midland Railway Preference Stock	1,315	18	6
				By loans to pilots	542	11	8
				By pilotage outstanding	48	7	3
£.	20,328	11	6	£.	20,328	11	6

26 March 1894.

Thomas Evans, Clerk.

PORT OF GLOUCESTER.

Pilotage is Free. *Limits of District.—See* p. 11 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 11 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
1. George Williams -	62	17. G. W. Morgan - -	36	That portion of Bristol Channel which lies eastward of Lundy Island, including the River Severn to the City of Gloucester, and the River Wye to Chepstow Bridge. This pilotage is not compulsory, but may be obtained over all or any portion of the district, at the discretion of the masters of vessels.
2. William Smith - -	60	18. Joseph Tanner - -	38	
3. Thomas Price - -	57	19. R. A. Mills - -	37	
4. Albert Everett - -	55	20. Henry White - -	38	
5. Charles Smith - -	57	21. ——	—	
6. Henry Smart - -	54	22. A. J. Williams - -	35	
7. Thomas Hill - -	51	23. T. A. Morgan - -	35	
8. William Everett - -	49	24. Thomas Dimery - -	37	
9. George Smith - -	54	25. E. Phillips - -	34	
10. John King - -	45	26. A. W. Aldridge - -	31	
11. Thomas Williams -	44	27. W. H. Smith - -	31	
12. Henry Mills - -	45			
13. Frederick Pick - -	44	28. J. W. Dowdeswell -	31	
14. Henry Smith - -	40	29. W. C. Smith - -	29	
15. Thomas Organ - -	38	30. T. H. Price - -	28	
16. E. Brinkworth - -	38	31. John Brinkworth -	27	

Nos. 1 to 27, inclusive, are full pilots; No. 28 for 1,000 tons register; and Nos. 29 to 31, inclusive, are for 500 tons register.

Lydney Pilots.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
1. Charles Camper - -	50	4. William Palmer - -	61	The River Severn only, from Kingroad to Lydney, and *vice versâ*, for vessels not exceeding 300 tons register.
2. John Ashford - -	44	5. William Price - -	49	
3. Samuel Everett - -	34	6. William Savage - -	31	

NAMES of APPRENTICES.

Names.	Ages.	Names.	Ages.	Service for which Apprenticed.
1. Henry Griffey - -	22	5. R. William Everett -	19	To qualify as pilots for the same district as the pilots.
2. Colin F. Dowdeswell -	21	6. Frank Smith - -	17	
3. J. William Ashford -	20	7. Thomas Hill - -	16	
4. Charles Bennett -	20			

On Trial.

Ellis Organ - - - - - - - - aged 15.

PORT OF GLOUCESTER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lundy to Sharpness.	–	– – –	2	28 3 –	1	4 – –	25	291 8 –	2	5 7 6	–	– – –	10	39 2 6	29	252 4 –	69	620 5 –
From Nash to Sharpness.	1	3 1 6	1	11 3 6	–	– – –	75	807 2 6	–	– – –	–	– – –	5	12 19 6	36	273 15 6	118	1,108 2 6
From Holmes to Sharpness.	1	2 10 –	6	18 17 6	1	2 1 6	43	296 5 3	–	– – –	–	– – –	1	2 1 6	21	87 12 6	73	409 8 3
From Kingroad to Sharpness.	96	122 3 –	208	313 9 1	3	6 1 6	45	165 1 3	–	– – –	3	7 9 3	3	6 11 6	22	72 14 –	380	693 9 7
TOTAL – –	98	127 14 6	217	371 13 1	5	12 3 –	188	1,559 17 –	2	5 7 6	3	7 9 3	19	60 15 –	108	686 6 –	640	2,831 5 4

(2.)—OUTWARDS.

From Sharpness to Kingroad.	91	107 15 6	255	416 1 2	–	– – –	20	70 10 –	2	3 3 –	20	59 16 –	–	– – –	12	25 4 6	400	632 10 2
From Sharpness to Holmes.	–	– – –	85	615 3 9	–	– – –	11	87 6 –	–	– – –	38	193 4 6	–	– – –	14	79 15 –	148	975 11 3
From Sharpness to Nash.	–	– – –	30	303 19 –	–	– – –	14	178 18 8	–	– – –	8	59 6 4	–	– – –	5	43 17 –	57	586 1 –
From Sharpness to Lundy.	–	– – –	2	20 18 6	–	– – –	3	46 14 4	–	– – –	2	15 1 6	1	3 15 –	1	11 5 –	9	97 14 4
TOTAL – –	91	107 15 6	372	1,356 2 5	–	– – –	48	383 11 –	2	3 3 –	68	327 8 4	1	3 15 –	32	160 1 6	614	2,341 16 9

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account – –	252 15 10	By amount paid for clerk – – – –	50 – –
To gross amount received for { Inward pilotage – –	2,831 5 4	By amount paid for other officers – – –	148 – –
{ Outward pilotage – –	2,341 16 9	By amount paid for surveys, &c. – – –	22 9 4
Poundage thereon – – – –	258 13 1	By amount paid for stamps, &c. – – –	3 8 –
Poundage due for 1892 – – –	– 17 4	By amount paid for stationery and printing –	8 2 1
To amount of fees received from applicants for Lydney pilots' licences – – –	15 2 3	By amount paid to actuary, preparing pension scheme – – – – – –	7 7 –
To amount of fees received from applicants for renewals of pilots' licences – – –	33 12 –	By amount paid to clerk for assisting actuary	7 8 –
To amount received from other sources:		By amount paid to Trinity Board for two pilots for 1893 – – – – – –	6 10 –
Interest on 3,556 *l.* 10 *s.* 2 *d.* Consols, at 2¾ per cent. – – – – – –	95 1 1	By amount paid as pensions to pilots and widows – – – – – – – –	58 – –
Interest on loan of 550 *l.* to Harbour Trustees for six months – – –	25 11 8	By balance carried to next account – –	417 12 2
Interest on loan of 300 *l.* to pilot, W. H. Smith – – – – – – – –	11 11 8		
Collector's fees – – – – – –	35 8 –		
Rebate from Elliott, stationer – –	– 3 8		
£.	728 16 7	£.	728 16 7

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr	£. s. d.	*Cr.*	£. s. d.
To amount received as contributions to superannuation and pension fund from pilots – – – – – – – –	58 – –	By amount paid for pensions or superannuations to pilots (2) – – –	12 – –
		By amount paid for pensions or superannuations to widows (8) – – –	46 – –
£.	58 – –	£.	58 – –

1 May 1894.

D. Farrant, R.N., Pilot Master.

PORT OF HARTLEPOOL.

Pilotage is Free. *Limits of District.*—*See* p. 314 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 314 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Michael Snowden	73	Robert Spence	57	James Harrison	42
Richard Hunter	72	Matthew Horsley	60	John Boagey	38
William Coulson	65	Henry Reveley	58	Thomas Hunter	37
Robert Hodgson	64	John Wood	54	Thomas Hood	37
Bartholomew Huntridge	65	Luke Denton	55	William Moor	36
John Horsley	62	George Watt	52	Robert Coulson	35
George Horsley	61	Robert Horsley	51	Richard Robinson	35
Thomas Horsley	66	John Pounder	56	David Moor	34
Joseph Robinson	63	George H. Horsley	55	Frank Pounder	33
Jonathan Moor	60	Francis Spence	52	Eden Pounder	31
Edward Pounder	56	George Davidson	51	John Pounder	33
Michael Coulson	58	Thomas P. Metcalfe	50	Hunter Boagey	35
Henry Hood	60	Robert Storrow	54	Thomas Watt	29
Robert Hood	73	James Davison	47	Michael Snowden	28
Robert Pounder	58	Robert Robinson	44	James M. Metcalfe	28
Eden Pounder	59	Thomas Pounder	43	Thomas Frank Appleby	27
Robinson Carter	57	Thomas Reed	49	Eden Pounder	26
John Boagey	60	Eden Harrison	43	Robert Spence	29
John H. Robinson	59	John Hodgson	43	John W. Reed	27
Samuel Hodgson	57	Matthew Hunter	44	Thomas Carter	24
William David Spence	56	Robert Snowden	45	Henry Reveley	26
George Robinson	55	John R. Hastings	47		

PORT OF HARTLEPOOL—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the German Ocean to the Port of Hartlepool.	1,475	1,330 – 3	236	429 17 3	80	85 2 3	642	736 16 2	2,433	2,581 15 11

OUTWARDS.

From the Port of Hartlepool to the German Ocean.	1,416	1,645 8 6	170	373 – –	185	187 7 –	431	481 3 11	2,202	2,686 19 5

SUMMARY.

	No.	Amount.		No.	Amount.
		£. s. d.			£. s. d.
INWARDS:			OUTWARDS:		
British Coasters - -	1,475	1,330 – 3	British Coasters - -	1,416	1,645 8 6
„ Oversea - -	236	429 17 3	„ Oversea - -	170	373 – –
Foreign Coasters - -	80	85 2 3	Foreign Coasters - -	185	187 7 –
„ Oversea - -	642	736 16 2	„ Oversea - -	431	481 3 11
TOTAL INWARDS - -	2,433	2,581 15 11	TOTAL OUTWARDS - -	2,202	2,686 19 5
GRAND TOTAL - -	4,635	£. 5,268 15 4			

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account -	24 17 1	By amount paid in respect of pilots -	5,268 15 4
To gross amount received for { Inward pilotage -	2,581 15 11	By amount paid for pilots boat and watchhouse repairs - - -	6 15 7
{ Outward pilotage -	2,686 19 5	By amount paid for house for pilots' dingy - - - - - - -	16 – –
To amount of fees received from applicants for pilots' licences (4) - -	8 – –	By other expenses of pilotage authority:	
To amount of fees received from applicants for renewal of pilots' licences and eight acting orders (65) - -	71 5 –	Expenses of election - - -	2 1 6
To amount received for fines and forfeitures from licensed pilots - -	1 – –	Audit fee - - - - - -	2 2 –
		Printing - - - - - -	– 7 6
To amount received from other sources:		By amount paid for pilotmaster's salary and postages - - - - -	52 10 –
Levy for repairs to watchhouses, &c. - - - - - -	22 16 –	By amount paid for clerk's salary and postages - - - - - -	25 10 –
Interest on mortgage, less tax -	24 1 9	By balance carried to next account -	46 13 3
£.	5,420 15 2	£.	5,420 15 2

The Commissioners have a sum of 550*l.* invested on mortgage of freehold property.

23 January 1894. *T. Harry Tilly*, Clerk.

PORT OF KING'S LYNN.

Pilotage is Compulsory between Lynn Harbour and Lynn Roads, but not in the Outer Districts.

Limits of District.—*See* p. 97 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 97 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
First Class:		*First Class*—cont^{d}.		To pilot and conduct vessels into or out of the Port of King's Lynn, or between St. Edmund's Ness, otherwise Gore Point, northward, and a certain place called Staple Wear, being the utmost bounds southwards of the Admiralty jurisdiction of the mayor, aldermen, and burgesses of King's Lynn.
Robert John Brocke -	54	George James Creak -	38	
Edward Greenacre - -	49	William Gamble - -	40	
William Green Dent -	40	George Blythe* - -	36	
Edward Walter Haines -	38	William Potter - -	34	
John Gamble - - -	42	Edward Neal - - -	30	

Note.—All are licensed by the mayor, aldermen, and burgesses of King's Lynn, but are under the authority of the Pilotage Commissioners.

* Suspended for 12 months, 19th January 1894.

Superannuated Pilots.

Names.	Ages.	Names.	Ages.	Names.	Ages.
George Burton - -	87	Peter Hart - - -	83	John Harle - - -	73
Thomas Shafto - -	82				
Robert Fysh - - -	83	Samuel Greenacre - -	77	William Jones - -	70

There are no Apprentices.

RATES of PILOTAGE.

Rates of Pilotage between Lynn Harbour and the Bell Buoy in Lynn Roads, the employment of Pilots within such limits being compulsory.

Draft of Water of Vessels when Loaded.

	s.	*d.*	
Not exceeding 10 feet - - - - - - - - - - - -	1	6	per foot.
Exceeding 10 feet and not exceeding 12 feet - - - - - - - -	1	9	„ „
Exceeding 12 feet and not exceeding 14½ feet - - - - - - - -	2	–	„ „
Exceeding 14½ feet - - - - - - - - - - - - - -	2	6	„ „

No allowance for any number of inches not amounting to half a foot.

Additional Rates for docking, undocking, mooring and unmooring vessels or other extraordinary service, viz.:—

Sailing Vessels Oversea.

	s.	*d.*	
Not exceeding 100 tons register - - - - - - - - - -	4	–	per foot.
Exceeding 100 and not exceeding 250 tons - - - - - - - -	5	–	„ „
Exceeding 250 and not exceeding 450 tons - - - - - - - -	6	–	„ „
Exceeding 450 - - - - - - - - - - - - - - -	7	6	„ „
For all steamers oversea - - - - - - - - - - - -	10	–	„ „

Port of King's Lynn—*continued.*

Rates of Pilotage—*continued.*

Vessels Coastwise.

	s.	d.	
For every service rendered beyond the ordinary pilot service - - - - -	1	–	per foot.
For mooring a vessel - - - - - - - - - - - - - -	2	6	„ „
For every day after the first day a pilot is detained in the Channel on board any inward-bound vessel (*vide* Rule 44) - - - - - - - - -	10	–	„ „
For attending any outward-bound vessel which subsequently proceeds to sea without a pilot - - - - - - - - - - - -	2	6	„ „

The ordinary pilot service for an inward-bound vessel shall terminate when her head rope has been made fast to the mooring buoys, or when she has arrived alongside the dock wall, and has a rope made fast ashore.

The ordinary pilot service for an outward-bound vessel shall commence when she is at the dock gates, or if in the harbours when unmoored.

Every pilot upon taking charge of a vessel shall produce to the master or other person in command a copy of the Pilotage Bye-Laws, failing which he shall forfeit all claim to extra remuneration.

Additional Pilotage Rates between the Bell Buoy in Lynn Roads and St. Edmund's Ness otherwise Gore End, and from thence North and by West to the Longsand, the employment of Pilots within such limits not being compulsory.

Limits.

	s.	d.	
1. From the Bell Buoy in Lynn Roads to an imaginary line running North and by West from the Roaring Middle Buoy to the upper part of the Longsand, and *vice versâ* -	2	6	per foot
2. From the Bell Buoy to St. Edmund's Ness otherwise Gore End, and from thence North and by West to the Longsand, and *vice versâ* - - - - - - - -	4	–	„ „

Regulations.

1. Where ships under 18 feet draft of water, bound to Lynn, are boarded by Hull Trinity House pilots outside an imaginary line running North and by West from St. Edmund's Ness otherwise Gore End, to the Longsand, such pilots shall continue in charge and receive their full pilotage to the Bell Buoy in Lynn Roads. Ships so boarded drawing 18 feet of water and upwards shall be taken charge of by the Lynn pilots at the Bar Flat Light Vessel the Hull Trinity House pilot making a deduction of 2*s.* per foot from his pilotage, which is to be received by the Lynn pilot.

2. Ships bound to Lynn arriving within an imaginary line running North and by West from the Roaring Middle Buoy to the upper part of the Longsand without a pilot shall be taken charge of by Lynn pilots when required, without interference on the part of the Hull Trinity House pilots.

3. Outward-bound ships requiring pilots beyond the Bell Buoy shall be piloted by the Lynn pilots to the imaginary line running North and by West from St. Edmund's Ness otherwise Gore End to the Longsand.

W. M. Bennell.
Clerk to the Commissioners.

July 1893.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
From Lynn Well to Lynn Roads -	–	– – –	2	6 6 –	–	– – –	1	2 8 –	3	8 14 –
From Roaring Middle to Lynn Roads.	52	76 6 6	34	65 – 9	–	– – –	38	56 7 6	124	197 14 9
From Lynn Roads to Lynn Harbour.	360	275 14 3	88	160 12 10	–	– – –	102	116 1 4	550	552 8 5
Totals - - -	412	352 – 9	124	231 19 7	–	– – –	141	174 16 10	677	758 17 2

(2.)—OUTWARDS.

From Lynn Harbour to Lynn Roads.	444	335 5 10	3	5 12 6	22	18 8 –	80	75 14 10	549	435 1 2
From Lynn Roads to Roaring Middle.	71	95 7 6	4	7 2 6	10	11 18 9	9	13 13 3	94	128 2 –
From Lynn Roads to Lynn Well	1	1 12 –	6	15 14 –	–	– – –	–	– – –	7	17 6 –
Totals - - -	516	432 5 4	13	28 9 –	32	30 6 9	89	89 8 1	650	580 9 2

Note.—The accounts do not distinguish vessels towed from others.

PORT OF KING'S LYNN—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for - Inward pilotage -	758	17	2	By amount paid in respect of pilots -	1,104	11	5
To gross amount received for - Outward pilotage -	580	9	2	By amount paid in respect of pilot boats	100	–	–
To amount of fees received from applicants for renewals of masters' and mates' certificates (12) - - -	3	–	–	By amount paid for contributions to pilots' pension or superannuation fund	21	–	4
To amount received for extra services of pilots - - - - - -	21	2	8	By amount paid in respect of other expenses of pilotage authority -	30	17	3
				By amount paid for wages of assistants	104	–	–
				By amount paid to clerk for renewing 12 certificates - - - -	3	–	–
£.	1,363	9	–	£.	1,363	9	–

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation and pension fund from pilots - - - - - -	21	–	4	By amount paid for pensions or superannuations to pilots (7) - - - -	175	–	–
To amount received from harbour moorings dues - - - - - -	181	15	11	By amount paid for premiums on eight deferred annuity contracts with post office - - - - - -	27	16	3
£.	202	16	3	£.	202	16	3

25 January 1893.

Wm. M. Bennell, Clerk.

PORT OF LANCASTER.

Pilotage is Compulsory, except as regards vessels in ballast or coasters.
Limits of District.—*See* p. 87 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, RULES, and REGULATIONS.

See p. 87 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
George Grimshaw - -	30	Robert Roskell - -	49	From Sea to Glasson Dock.
Richard Bagot - -	39			
Richard W. B. Gardner -	36	David Leadbetter - -	34	
Richard Bagot - -	39	Richard William Gardner	36	From Sunderland to Lancaster.
Thomas Spencer - -	36	James Gardner - -	25	

RATES of PILOTAGE.

See p. 89 of Parl. Paper, No. 154 of 1889.

PORT OF LANCASTER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.						TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Glasson - - -	–	–	1	5 17 3	–	–	–	–	2	9 4 7	3	15 1 10
Ditto - ditto - - -	–	–	2	3 14 4	–	–	–	–	3	9 3 2	5	12 17 6
Ditto - ditto - - -	–	–	1	1 12 1	–	–	–	–	2	5 7 1	3	6 19 2
Ditto - ditto - - -	1	2 5 6	–	–	–	–	–	–	–	–	1	2 5 6
Ditto - ditto - - -	2	3 17 –	–	–	–	–	–	–	–	–	2	3 17 –
Ditto - ditto - - -	8	10 1 5	–	–	–	–	–	–	–	–	8	10 1 5
Ditto - ditto - - -	8	8 14 –	–	–	–	–	–	–	–	–	8	8 14 –
Ditto - ditto - - -	–	–	1	4 13 –	–	–	–	–	2	10 16 3	3	15 9 3
Ditto - ditto - - -	–	–	2	4 17 9	–	–	–	–	–	–	2	4 17 9
Ditto - ditto - - -	–	–	–	–	–	–	–	–	3	6 10 11	3	6 10 11
Ditto - ditto - - -	–	–	–	–	–	–	–	–	2	7 5 1	2	7 5 1
Ditto - ditto - - -	14	16 5 1	2	2 12 8	–	–	–	–	1	1 16 –	17	20 13 9
Ditto - ditto - - -	10	10 6 6	–	–	–	–	–	–	–	–	10	10 6 6
Ditto - ditto - - -	7	7 11 –	–	–	–	–	–	–	–	–	7	7 11 –
From Abbey to Lancaster - -	5	2 19 4	–	–	–	–	–	–	–	–	5	2 19 4
Ditto - ditto - - -	12	4 5 –	–	–	–	–	–	–	–	–	12	4 5 –
Ditto - ditto - - -	6	6 16 –	–	–	–	–	–	–	–	–	6	6 16 –
Ditto - ditto - - -	6	3 15 4	–	–	–	–	–	–	–	–	6	3 15 4
Ditto - ditto - - -	12	4 7 6	–	–	–	–	–	–	–	–	12	4 7 6
Ditto - ditto - - -	10	10 15 –	–	–	–	–	–	–	–	–	10	10 15 –
Ditto - ditto - - -	7	4 2 –	–	–	–	–	–	–	–	–	7	4 2 –
Ditto - ditto - - -	8	3 – –	–	–	–	–	–	–	–	–	8	3 – –
Ditto - ditto - - -	8	8 15 –	–	–	–	–	–	–	–	–	8	8 15 –
Ditto - ditto - - -	5	2 15 4	–	–	–	–	–	–	–	–	5	2 15 4
Ditto - ditto - - -	10	3 16 –	–	–	–	–	–	–	–	–	10	3 16 –
TOTAL - - -	139	114 7 –	9	23 7 1	–	–	–	–	15	50 3 1	163	187 17 2

(2.)—OUTWARDS.

From Glasson to Sea - - -	–	–	1	2 1 6	–	–	–	–	–	–	1	2 1 6
Ditto - ditto - - -	–	–	–	–	–	–	–	–	1	4 2 11	1	4 2 11
Ditto - ditto - - -	–	–	–	–	–	–	–	–	1	2 18 6	1	2 18 6
Ditto - ditto - - -	–	–	1	2 7 6	–	–	–	–	8	18 5 1	9	20 12 7
Ditto - ditto - - -	2	2 3 10	–	–	–	–	–	–	–	–	2	2 3 10
Ditto - ditto - - -	2	1 10 –	–	–	–	–	–	–	–	–	2	1 10 –
Ditto - ditto - - -	–	–	–	–	–	–	–	*3 – –	–	–	–	3 – –
Ditto - ditto - - -	–	–	–	–	–	–	–	–	1	2 13 8	1	2 13 8
Ditto - ditto - - -	–	–	2	4 19 5	–	–	–	–	2	6 16 9	4	11 16 2
Ditto - ditto - - -	–	–	2	4 – 5	–	–	–	–	1	2 3 7	3	6 4 –
Ditto - ditto - - -	4	4 7 8	–	–	2	2 – 6	–	–	–	–	6	6 8 2
Ditto - ditto - - -	1	– 19 –	–	–	–	–	–	–	–	–	1	– 19 –
Ditto - ditto - - -	–	–	–	–	–	–	–	†2 12 6	–	–	–	2 12 6
From Lancaster to Abbey - -	2	2 2 –	–	–	–	–	–	–	–	–	2	2 2 –
Ditto - ditto - - -	2	1 4 –	–	–	–	–	–	–	–	–	2	1 4 –
Ditto - ditto - - -	4	1 8 6	–	–	–	–	–	–	–	–	4	1 8
From Glasson to Sea - - -	–	–	1	2 3 4	–	–	–	–	1	3 – –	2	5 3 4
From Lancaster to Abbey - -	–	–	1	1 2 6	–	–	–	–	1	1 17 6	2	3 – –
Ditto - ditto - - -	1	1 2 –	–	–	–	–	–	–	–	–	1	1 2 –
Ditto - ditto - - -	8	3 8 8	–	–	–	–	–	–	–	–	8	3 8 8
Ditto - ditto - - -	1	1 2 –	–	–	–	–	–	–	–	–	1	1 2 –
Ditto - ditto - - -	4	2 7 4	–	–	–	–	–	–	–	–	4	2 7 4
Ditto - ditto - - -	3	– 19 –	–	–	–	–	–	–	–	–	3	– 19 –
Ditto - ditto - - -	3	3 2 –	–	–	–	–	–	–	–	–	3	3 2 –
Ditto - ditto - - -	6	2 4 6	–	–	–	–	–	–	–	–	6	2 4 6
TOTAL - - -	43	28 – 6	8	16 14 8	2	2 – 6	–	5 12 6	16	41 18 –	69	94 6 2

* Detention money, eight days.

† Detention money, seven days.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for - { Inward pilotage -	187	17	2	By amount paid in respect of pilots -	282	3	4
{ Outward pilotage	94	6	2				
£.	282	3	4	£.	282	3	4

12 February 1894.

A. Russell, Secretary.

PORT OF LIVERPOOL.

Pilotage is Compulsory. *Limits of District.*—*See* p. 104 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 104 of Parl. Paper, No. 154 of 1889; p. 17 of Parl. Paper, No. 251 of 1891; and p. 18 of Parl. Paper, No. 263 of 1893.

NAMES and AGES of PILOTS, &c.

Name.	Age.	Rank.	Licence.
No. 1 Boat. Schooner "Queen."			
William Evans	60	Master	1st Class.
Frederick Thornton	65	Shoremaster	ditto.
Jonathan Hetherington	48	ditto	ditto.
James Smith	57	Pilot	ditto.
Thomas Lewis	56	ditto	ditto.
George F. Parkinson	55	ditto	ditto.
John B. Sumner	53	ditto	ditto.
Henry Day	51	ditto	ditto.
Edward Woods	50	ditto	ditto.
Edward M. Jones	47	ditto	ditto.
John J. Campbell	46	ditto	ditto.
John G. Jones	43	ditto	ditto.
Thomas E. Parry	41	ditto	ditto.
Richard J. Gore	39	ditto	ditto.
John A. E. Martin	37	ditto	ditto.
Robert Parry	34	ditto	ditto.
Nicholas Kelly	34	ditto	ditto.
Edward J. Ledder	34	ditto	ditto.
George H. R. Lewis	32	ditto	ditto.
James Allan	34	ditto	ditto.
James Cousins	30	ditto	ditto.
Benjamin Ellis	28	ditto	ditto.
William T. Ankers	28	ditto	ditto.
Wm. J. Frederickson	26	ditto	ditto.
Robert Roberts	25	ditto	2nd Class.
William B. Thompson	24	ditto	3rd Class.
Hugh L. Williams	23	Boathand	Unlicensed.
Bruce Thompson	22	ditto	ditto.
Duncan D. M'Iarosh	21	ditto	ditto.
James H. Goodall	20	ditto	ditto.
William A. Adams	18	Candidate	ditto.
John A. Roberts	17	ditto	ditto.
No. 2 Boat. Schooner "Leader."			
Frederick Shaivi	53	Master	1st Class.
William Crane (1)	62	Shoremaster	ditto.
William Jones	51	Acting ditto	ditto.
Brereton P. Evans	60	Pilot	ditto.
William R. Owen	53	ditto	ditto.
William Crane (2)	50	ditto	ditto.
George Bird	50	ditto	ditto.
Thomas Dixon	47	ditto	ditto.
George Dawson	48	ditto	ditto.
James S. Holmes	49	ditto	ditto.
William W. Webster	44	ditto	ditto.
David Christie	41	ditto	ditto.
Richard Littler	35	ditto	ditto.
Alexander Abernethy	36	ditto	ditto.

Name.	Age.	Rank.	Licence.
No. 2 Boat. Schooner "Leader"—*continued.*			
Charles E. Cannan	34	Pilot	1st Class.
Ellis W. Hamer	35	ditto	ditto.
Thomas K. Dixon	33	ditto	ditto.
William A. Smith	30	ditto	ditto.
Henry J. Evans	29	ditto	ditto.
William A. J. Williams	26	ditto	ditto.
David Cannan	29	ditto	2nd Class.
James Parkinson	24	ditto	3rd Class.
Charles Kelly	24	Boathand	Unlicensed.
Adam J. Corfe	21	ditto	ditto.
William H. Buckley	22	ditto	ditto.
John Lord	20	ditto	ditto.
Albert E. Ankers	20	Candidate	ditto.
Samuel B. Deakin	17	ditto	ditto.
No. 3 Boat. Schooner "The Duke."			
John Williams	52	Shoremaster	1st Class.
Richard Parry	44	ditto	ditto.
Richard Williams	60	Pilot	ditto.
Anthony Little	58	ditto	ditto.
John Roberts	59	ditto	ditto.
William Roberts	50	ditto	ditto.
William Morgan	40	ditto	ditto.
Henry Battarbee	36	ditto	ditto.
Charles H. Barnard	35	ditto	ditto.
James Wookey	35	ditto	ditto.
John J. Peterson	34	ditto	ditto.
Herbert V. Worrall	34	ditto	ditto.
Robert J. Durrant	28	ditto	ditto.
William A. M'Intosh	29	ditto	ditto.
Frederick Rogers	28	ditto	ditto.
Thomas H. Peterson	29	ditto	ditto.
Joseph H. Manifold	28	ditto	ditto.
William Taggart	56	ditto	2nd Class.
Charles E. Wilcox	38	ditto	ditto.
Edward J. W. Evans	29	ditto	ditto.
John R. Martin	23	ditto	3rd Class.
John T. Bresnen	22	Boathand	Unlicensed.
John H. Eccleston	22	ditto	ditto.
William Williams	22	ditto	ditto.
Samuel Jones	21	ditto	ditto.
John F. M'Whor	17	Candidate	ditto.
Archibald M'Nicoll	17	ditto	ditto.

PORT OF LIVERPOOL—*continued.*

NAME.	Age.	Rank.	Licence.
No. 4 BOAT. SCHOONER "AUSPICIOUS."			
Richard Williams	53	Master	1st Class.
Thomas W Cockram	61	Shoremaster	ditto.
John Shepherd	52	ditto	ditto.
James McLean	56	Pilot	ditto.
William Owen	56	ditto	ditto.
Thomas B. Bark	61	ditto	ditto.
William B. Bridge	50	ditto	ditto.
Richard B. Courtney	50	ditto	ditto.
Henry J. Evans	50	ditto	ditto.
Richard Taggart	52	ditto	ditto.
William Atherton	49	ditto	ditto.
James S. Warden	49	ditto	ditto.
John S. Cottier	45	ditto	ditto.
Henry J. Manchester	42	ditto	ditto.
Henry L. Parry	41	ditto	ditto.
William Davies	42	ditto	ditto.
Henry Jones	41	ditto	ditto.
John A. Rutherford	39	ditto	ditto.
Frederick A. Roberts	38	ditto	ditto.
Edward C. Harris	36	ditto	ditto.
Robert Allen	36	ditto	ditto.
Edward S. Chamberlin	35	ditto	ditto.
John A. Nicholson	34	ditto	ditto.
Thomas F. Inkester	35	ditto	ditto.
Thomas F. Boyd	31	ditto	ditto.
James McCallister	27	ditto	ditto
George Holden	27	ditto	2nd Class.
William Edmonds	24	ditto	ditto.
Thomas L. Hughes	24	ditto	3rd Class.
George D. H. Hood	23	Boathand	Unlicensed.
William C. Wilcox	24	ditto	ditto.
William A. Manifold	21	ditto	ditto.
Gilbert H. Tongue	19	ditto	ditto.
Thomas A. Williams	18	Candidate	ditto.
Robert G. Tregenza	17	ditto	ditto.
No. 5 BOAT. SCHOONER "CRITERION."			
Owen Owen	63	Master	1st Class.
Henry Parry	63	Shoremaster	ditto.
John H. Wilson	50	ditto	ditto.
John Henderson	53	Pilot	ditto.
Henry S. Blundell	51	ditto	ditto.
Rowland Dunnage	50	ditto	ditto.
George Parry	46	ditto	ditto.
Ellis Taylor	45	ditto	ditto.
George H. Jones	40	ditto	ditto.
John Bell	37	ditto	ditto.
John R. Jones	42	ditto	ditto.
John Tomkinson	38	ditto	ditto.
Robert D. Garden	40	ditto	ditto.
William J. Felton	37	ditto	ditto.

NAME.	Age.	Rank.	Licence.
No. 5 BOAT. SCHOONER "CRITERION"—*continued.*			
Frederick W. T. Penney	34	Pilot	1st Class.
John Lewis	34	ditto	ditto
Thomas H. Griffiths	36	ditto	ditto.
William A. Dixon	32	ditto	ditto
James F. Jones	31	ditto	ditto.
William F. McKaigg	30	ditto	ditto.
John W. P. Durrant	31	ditto	ditto.
Frederick J. Loveridge	30	ditto	ditto.
Thorley Lester	56	ditto	2nd Class.
John Little	41	ditto	ditto.
William G. Harrison	25	ditto	ditto.
George T. Collins	23	ditto	3rd Class.
William Bird	23	Boathand	Unlicensed.
Charles E. Vernon	23	ditto	ditto.
William J. Holmes	21	ditto	ditto.
William T. Kidd	21	ditto	ditto.
Harry Fisher	20	Candidate	ditto.
James B. Mills	17	ditto	ditto.
No. 6 BOAT. SCHOONER "S. R. GRAVES."			
Charles S. Daniels	57	Master	1st Class.
William R. Buckley	51	Acting Master	ditto.
John Williams	59	Shoremaster	ditto.
John Hogan	52	ditto	ditto.
Evan Jones	55	Pilot	ditto.
Henry Dean	52	ditto	ditto.
John M. Horswell	51	ditto	ditto.
William Evans	51	ditto	ditto.
Richard Leigh	49	ditto	ditto.
Henry P. Parry	43	ditto	ditto.
Edward Griffiths	43	ditto	ditto.
William H. Colquitt	41	ditto	ditto.
Alfred G. Pearce	40	ditto	ditto.
John A. Partington	40	ditto	ditto.
David S. Jones	37	ditto	ditto.
William E. Vidler	33	ditto	ditto.
Thomas Darcy	33	ditto	ditto.
Benjamin Llewellin	33	ditto	ditto.
Nicholas Morgan	31	ditto	ditto.
Frank Edwards	33	ditto	ditto.
Morris W. Roberts	30	ditto	ditto.
Thomas Jones	45	ditto	2nd Class.
Hugh T. Hughes	27	ditto	ditto.
William C. Radcliffe	25	ditto	3rd Class.
Samuel E. Spicer	24	ditto	ditto.
Charles H. Caldwell	23	Boathand	Unlicensed.
Owen Roberts	22	ditto	ditto.
William E. Sumner	22	ditto	ditto.
Everett G. Bibby	18	ditto	ditto.
John O. Edelsten	17	Candidate	ditto.
James T. Yeoman	18	ditto	ditto.

PORT OF LIVERPOOL—*continued.*

NAME.	Age.	Rank.	Licence.
No. 7 Boat. Schooner "Lancashire Witch."			
Thomas Edwards	55	Master	1st Class.
Edward Callwood	63	Shoremaster	ditto.
William Davies	49	ditto	ditto.
Hugh Jones	55	Pilot	ditto.
Richard J. Owen	55	ditto	ditto.
John Maybrick	52	ditto	ditto.
William Harrison	47	ditto	ditto.
William Roberts	47	ditto	ditto.
Hugh Evans	42	ditto	ditto.
Richard Edwards	42	ditto	ditto.
John Evans	42	ditto	ditto.
David Jones	39	ditto	ditto.
Daniel Jones	39	ditto	ditto.
David Pritchard	36	ditto	ditto.
William Austin	34	ditto	ditto.
Thomas Hughes	35	ditto	ditto.
Robert Taggart	32	ditto	ditto.
Thomas H. Griffiths	30	ditto	ditto.
William J. Taggart	29	ditto	ditto.
Albert Lever	27	ditto	ditto.
Ernest N. Morrison	29	ditto	ditto.
Richard A. Lewis	26	ditto	ditto.
Samuel W. Liversage	27	ditto	ditto.
George C. Salkeld	26	ditto	2nd Class.
Albert Jones	24	ditto	3rd Class.
Frank Dalziel	24	ditto	ditto.
Charles Parkinson	22	Boathand	Unlicensed.
William P. Gaskell	22	ditto	ditto.
Matthew N. Cameron	22	ditto	ditto.
Robert Worrall	20	ditto	ditto.
Richard J. Williams	17	Candidate	ditto.
Thomas Pagan	18	ditto	ditto.
No. 9 Boat. Schooner "Perseverance."			
Thomas Reason	53	Master	1st Class.
Henry J. Hughes	52	Shoremaster	ditto.
Henry Laver	41	ditto	ditto.
Jonathan Hodgson	67	Pilot	ditto.
Richard H. Whitford	57	ditto	ditto.
Samuel Jones	57	ditto	ditto.
John Hughes (1)	64	ditto	ditto.
John Hughes (2)	54	ditto	ditto.
David Evans	52	ditto	ditto.
Thomas Clayton	48	ditto	ditto.
William Jones	47	ditto	ditto.
Joseph Halpin	44	ditto	ditto.
George M'Allister	42	ditto	ditto.
John W. Pass	40	ditto	ditto.
Robert J. Pedder	35	ditto	ditto.
William H. Jevons	36	ditto	ditto.
George P. Buckley	35	ditto	ditto.
Robert L. Roberts	35	ditto	ditto.
James B. Godfrey	32	ditto	ditto.

NAME.	Age.	Rank.	Licence.
No. 9 Boat. Schooner "Perseverance"—*continued.*			
Samuel Hughes	32	Pilot	1st Class.
John H. Hodgson	33	ditto	ditto.
Harry E. Williams	30	ditto	ditto.
Frank Wilkinson	27	ditto	ditto.
Alexander Donaldson	28	ditto	ditto.
Cornelius A. Trantor	38	ditto	ditto.
George H. Clark	28	ditto	ditto.
John W. Jones	40	ditto	2nd Class.
William C. Mylchreest	27	ditto	ditto.
George R. Meadows	25	ditto	3rd Class.
John W. White	23	Boathand	Unlicensed.
Robert J. Miller	22	ditto	ditto.
William Pemberton	20	ditto	ditto.
Charles H. Quayle	20	ditto	ditto.
Charles W. Webster	18	Candidate	ditto.
Maurice M'Mahon	18	ditto	ditto.
No. 10 Boat. Schooner "George Holt."			
Joseph E. Sumner	53	Master	1st Class.
John Kirkman	64	Shoremaster	ditto.
William H. Dawson	50	ditto	ditto.
William P. Owen	63	Pilot	ditto.
William Hughes	50	ditto	ditto.
Edward Hughes	45	ditto	ditto.
John Wissett	60	ditto	ditto.
Isaac Bell	45	ditto	ditto.
John Bebington	47	ditto	ditto.
Charles F. Felton	45	ditto	ditto.
Benjamin Drury	40	ditto	ditto.
John B. Sale	41	ditto	ditto.
Robert H. Boult	42	ditto	ditto.
William Backhouse	40	ditto	ditto.
Thomas Owen	41	ditto	ditto.
William H. Davies	37	ditto	ditto.
John O. Strange	38	ditto	ditto.
John Davies	35	ditto	ditto.
John J. Jones	34	ditto	ditto.
Samuel W. Hughes	33	ditto	ditto.
Edwin Beeson	34	ditto	ditto.
George W. Barnard	33	ditto	ditto.
Henry Roberts	30	ditto	ditto.
John Scarisbrick	30	ditto	ditto.
John Watterson	30	ditto	ditto.
Thomas Banks	26	ditto	ditto.
Richard Shaw	28	ditto	ditto.
James Horner	56	ditto	2nd Class.
Hugh Roberts	27	ditto	ditto.
Thomas Strother	51	ditto	3rd Class.
Frederick A. Peterson	27	ditto	ditto.
Henry E. MacGregor	23	Boathand	Unlicensed.
John M. Roberts	22	ditto	ditto.
Matthew N. Bird	22	ditto	ditto.
William L. E. Holden	19	ditto	ditto.
Albert E. Pauling	18	Candidate	ditto.
Robert G. Jones	17	ditto	ditto.

Dock Office, Liverpool,
17 February 1894.

Miles Kirk Burton,
Secretary to the Mersey Docks and Harbour Board.

RATES of PILOTAGE.

See pp. 118 and 119 of Parl. Paper, No. 154 of 1889.

PORT OF LIVERPOOL—*continued.*

MERSEY DOCKS AND HARBOUR BOARD, CHIEF ACCOUNTANT'S DEPARTMENT.

RETURN, pursuant to the 337th Section of "The Merchant Shipping Act, 1854," of the Total Amount received for PILOTAGE of VESSELS Into and Out of the Port of LIVERPOOL, in the Year 1893, distinguishing the Amounts received from BRITISH VESSELS and from FOREIGN VESSELS, respectively, together with the Number of the Vessels paying such Amounts.

INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTAL.			
	COASTERS.				OVERSEA.				OVERSEA.							
	No.	Pilotage Rates (the Property of the Pilots), Levied for Pilots' Services.	Pilot Boat Rate (the Property of the Mersey Docks and Harbour Board), Levied for the Maintenance, &c., of the Boats.	Total Rates Received.	No.	Pilotage Rates (the Property of the Pilots), Levied for Pilots' Services.	Pilot Boat Rate (the Property of the Mersey Docks and Harbour Board), Levied for the Maintenance, &c., of the Boats.	Total Rates Received.	No.	Pilotage Rates (the Property of the Pilots), Levied for Pilots' Services.	Pilot Boat Rate (the Property of the Mersey Docks and Harbour Board), Levied for the Maintenance, &c., of the Boats.	Total Rates Received.	No.	Pilotage Rates (the Property of the Pilots), Levied for Pilots' Services.	Pilot Boat Rate (the Property of the Mersey Docks and Harbour Board), Levied for the Maintenance, &c., of the Boats.	Total Rates Received.
		£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
From West of Ormeshead to Liverpool	97	199 15 11	68 14 3	268 10 2	2,980	18,715 15 6	6,525 12 –	25,241 7 6	752	4,238 8 6	1,447 1 4	5,685 9 10	3,829	23,153 19 11	8,041 7 7	31,195 7 6
From East of Ormeshead to Liverpool	796	1,400 5 1	494 14 10	1,894 19 11	498	2,408 6 6	828 1 5	3,236 7 11	324	1,364 7 3	472 – 4	1,836 7 7	1,618	5,172 18 10	1,794 16 7	6,967 15 5
TOTAL	893	1,600 1 –	563 9 1	2,163 10 1	3,478	21,124 2 –	7,353 13 5	28,477 15 5	1,076	5,602 15 9	1,919 1 8	7,521 17 5	5,447	28,326 18 9	9,836 4 2	38,163 2 11
OUTWARDS.																
From Liverpool to Liverpool Bar Light Vessel, or to Horse Channel Fairway Buoy, and in some cases beyond	747	659 5 4	238 1 –	897 6 4	3,467	12,439 2 –	3,166 7 11	15,605 9 11	1,104	2,897 12 1	845 19 9	3,743 11 10	5,318	15,995 19 5	4,250 8 8	20,246 8 1
TOTAL, INWARDS AND OUTWARDS													10,765	44,322 18 2	14,086 12 10	58,409 11 –
Add,—Sundry Charges in connection with Pilotage, such as detention at Sea, or River, Travelling Expenses, &c.													–	2,194 5 3	– – –	2,194 5 3
GRAND TOTAL													10,765	46,517 3 5	14,086 12 10	60,603 16 3

PORT OF LIVERPOOL—*continued.*

STATEMENT of the LIVERPOOL PILOTAGE RECEIPTS and EXPENDITURE, for the Year ended 31st December 1893.

RECEIPTS.	£. s. d.	£. s. d.
To accumulated balance to the credit of the pilot boat account to 31st December 1892	55,692 13 6	
Less,—Deficit on pilots' licence account	187 12 3	55,505 1 3
To Pilotage Rates, &c.:		
Inward pilotage	28,326 18 9	
Outward pilotage	15,995 19 5	
Transporting charges, extra days, &c.	1,545 12 6	
Travelling expenses	648 12 9	46,517 3 5
To Pilot Boat Rates, &c.:		
Inward pilotage	9,836 4 2	
Outward pilotage	4,250 8 8	14,086 12 10
To amount of Fees, &c. received from applicants for—		
Pilots' licences	50 8 –	
Renewals of licences	721 7 –	
	771 15 –	
Less,—Interest	6 9 10	765 5 2
Masters' and mates' certificates	374 6 6	
Renewals of masters' and mates' certificates	733 19 –	
Interest	4 4 2	1,112 9 8
To amount received for fines and forfeitures from licensed pilots		12 5 –
To amount of contributions from masters and mates	470 – –	
Less,—Amount returned	107 4 5	362 15 7
	£.	118,361 12 11

EXPENDITURE.	£. s. d.	£. s. d.
By amount paid in respect of Pilots, viz.:		
Percentage for annuity fund	1,605 8 –	
Percentage for collection expenses	688 – 7	
	2,293 8 7	
Paid over to pilots	44,223 14 10	46,517 3 5
By amount paid in respect of Pilot Boats, viz.:		
Repairs and maintenance	1,865 3 11	
Wages, victualling, and miscellaneous charges	4,392 5 –	
New pilot boat (balance)	10 12 6	
Percentage for annuity fund	493 – 8	
Percentage for collection expenses	211 6 –	
Interest on purchase money, &c. £. s. d. 3,411 17 3		
Less,—Interest on cash balance 2,112 7 7	1,299 9 8	8,271 17 9
By amount paid in respect of General Expenses, viz.:		
Salary of superintendent	550 – –	
Salary of clerk	150 – –	
Examination expenses on licences	34 7 3	
Examination expenses on certificates	70 12 9	
Miscellaneous charges on licences	321 – 7	
Miscellaneous charges on certificates	8 5 –	
Surplus receipts of fees on certificates transferred to pilotage annuity fund	1,033 11 11	2,167 17 6
By amount of fines and forfeitures transferred to pilotage annuity fund		12 5 –
By accumulated balance to the credit of the pilot boat account to 31st December 1893	61,507 8 7	
Less,—Deficit on pilots' licence account (Pilotage Fund of the Liverpool District)	114 19 4	61,392 9 3
	£.	118,361 12 11

RECEIPTS AND EXPENDITURE of the LIVERPOOL PILOTAGE ANNUITY FUND, for the Year ended 31st December 1893.

RECEIPTS.	£. s. d.	£. s. d.
To balance to 31st December 1892, viz.:		
Amount invested in bonds of the Mersey Docks and Harbour Board	14,500 – –	
Less,—Amount due to the Mersey Docks and Harbour Board in respect of current payments, being in excess of current receipts	550 4 1	13,949 15 11
To amount received as Contribution, viz.:		
Percentage on pilotage rates	1,605 8 –	
Percentage on pilot boat rates	493 – 8	
Percentage from pilot on detached service	3 9 8	2,101 18 4
To amount transferred from pilotage certificate account		1,033 11 11
To amount transferred from fines and forfeitures' account		12 5 –
To amount received as special donation from pilots		36 15 –
To amount received for interest on bonds	£. s. d. 619 13 –	
To income tax returned	15 18 8	
	635 11 8	
Less,—Interest on cash balance	38 – 8	597 11 –
	£.	17,731 17 2

EXPENDITURE.	£. s. d.	£. s. d.
By amount paid for Annuities, &c., to—		
63 pilots	2,313 11 9	
75 widows	1,268 5 11	
40 orphans	221 19 11	3,803 17 7
By balance to 31st December 1893, viz.:		
Amount invested in bonds of the Mersey Docks and Harbour Board	14,500 – –	
Less,—Amount due to the Mersey Docks and Harbour Board in respect of current payments, being in excess of current receipts	572 – 5	13,927 19 7
	£.	17,731 17 2

Dock Office, Liverpool, 17 February 1894.

Miles Kirk Burton,
Secretary to the Mersey Docks and Harbour Board.

PORT OF LLANELLY.

Pilotage is Compulsory. *Limits of District.*—*See* p. 122 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 122 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Thomas Perrott	67	Richard Richards (1)	60	Thomas Jenkins	43
David Thomas	65	John Thomas	55	Richard Richards (2)	49
Thomas Phillips	70	Isaac Arnold	56	John James	42
David Edwards	62	John Treharne	53	Thomas Davies	44
David Bonnell	60	Richard Thomas	54	Robert Richards	40
William Williams	55	Henry Hughes	48	William James	36
Richard Arnold	54	John Richards	41	John Williams	36
William Richards	62	David Charles	43	Joseph Bowen	41

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels.				Foreign Vessels.				Totals.	
	Coasters.		Oversea.		Coasters.		Oversea.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Llanelly	669	980 11 1	111	226 17 10	11	24 – 7	87	188 19 –	878	1,420 8 6

(2.)—OUTWARDS.

From Llanelly to Sea	596	432 8 9	205	349 7 2	7	15 4 1	91	157 10 7	899	954 10 7

Note.—No difference in the rates, whether towed or not.

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	198	19	4	By amount paid in respect of pilots	2,191	1	6
To gross amount received for Inward pilotage	1,420	8	6	By amount paid in respect of pilot boats	424	6	10
To gross amount received for Outward pilotage	954	10	7	By amount paid in respect of contributions to pilots' pension or superannuation fund	177	–	9
To amount received from cutters and boat money	486	17	9	By balance carried to next account	268	7	1
£.	3,060	16	2	£.	3,060	16	2

ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	1,033	4	1	By amount paid for pensions or superannuations to pilots (16)	79	5	6
To amount received as contribution to superannuation and pension fund from pilots	177	–	9	By amount paid for pensions or superannuations to widows (10)	61	13	6
To amount received from other sources	35	–	–	By balance carried to next account	1,104	5	10
£.	1,245	4	10	£.	1,245	4	10

24 April 1894.

Thomas Henry Rogers, Clerk.

PORT OF PORTHCAWL.

Pilotage is Free. *Limits of District.*—*See* p. 95 of Parl Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 95 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.
James Pearce, sen.	70	James Pearce, jun.	52
William Lewis	57	Thomas Pearce	45
Morris Power	60		

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels.								Foreign Vessels.								Totals.	
	Coasters.				Oversea.				Coasters.				Oversea.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sker or Nash Points, and inside Sands to Porthcawl	534	192 18 4	75	33 19 4	35	47 12 7½	5	2 6 11	-	- - -	-	- - -	36	26 16 -½	29	17 4 9	714	320 18 -

(2.)—OUTWARDS.

From Porthcawl to Sker or Nash Points, and inside Sands	485	210 7 -½	158	60 17 11	5	5 5 9	1	- 6 6	12	13 12 3½	27	13 19 4	6	4 11 6	20	11 17 8	714	320 18 -

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for - Inward pilotage	320 18 -	By amount paid in respect of pilots	632 4 3
To gross amount received for - Outward pilotage	320 18 -	By amount paid in respect of pilot boats, &c.	9 11 9
£.	641 16 -	£.	641 16 -

26 January 1894.

J. Wessendorff, Harbour Master.

PORT OF NEWPORT (MONMOUTH).

Pilotage is Free. *Limits of District.*—*See* p. 56 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 56 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
William Watts	53	Joseph Cox	42	To pilot vessels over that portion of the Bristol Channel which lies eastward of Lundy Island, up to and including Kingroad and the River Usk as far as Caerleon Bridge.
James T. Lewis	34	William Ray	35	
Thomas S. Weeks	59	J. Phillips	33	
Edwin Barnes	38	James Pearce	59	
John Thompson	38	W. H. Scantlebury	56	
Rees Jones	39	Isaac Davies	51	
Elijah Cox	38	Samuel Gilmore	51	
John G. Gould	53	Thomas Cox	52	
David Phillips	40	Richard Ireland	45	
Henry Ray	62	W. H. Fisher	51	
William J. Pearce	31	John Adams	53	
H. C. Edmunds	42	Isaac Gilmore	46	
Samuel J. Small	47	John H. Cox	46	
Edward Small	58	William Thompson	42	
James Lewis	56	William J. Evans	41	
Charles Ebsworth	45	John Gilmore	43	
John Davies	47	H. T. Goldsworthy	34	
James Comerford	69	James McAttee	35	
Thomas Phillips	75	Henry J. Fry	34	

NAMES of APPRENTICES.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Thomas Henry Adams	20	James Jones	18	Alfred Adams	17
William J. Small	19	George H. Ireland	15	Samuel J. Small	17
Albert George Manley	17	Charles M'Carthy	18	Henry George Gould	15
David Jenkins	20	Aubrey G. Gapper	17		

PORT OF NEWPORT (MONMOUTH)—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.								TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.				OVERSEA.					
	Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
NEWPORT.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Rivers Mouth to Newport	100	126 5 6	78	115 – 6	–	– – –	8	11 8 –	–	– – –	16	23 10 3	202	276 4 3
From Holms to Newport	339	847 19 6	269	724 19 –	–	– – –	23	55 19 –	–	– – –	37	76 15 6	668	1,705 13 –
From Nash Point to Newport	214	1,064 1 6	205	1,034 19 6	–	– – –	19	68 4 6	–	– – –	106	403 8 –	544	2,570 13 6
From Ilfracombe to Newport	14	80 7 6	11	95 2 –	–	– – –	2	9 12 6	–	– – –	38	212 14 1	65	397 16 –
From Lundy Island to Newport	15	147 12 –	15	143 8 –	–	– – –	9	55 7 –	–	– – –	61	429 3 6	100	778 10 6
CARDIFF.														
From Lundy Island to Cardiff Roads	5	42 3 4	3	26 10 –	–	– – –	6	34 5 10	–	– – –	18	86 3 4	32	189 2 6
From Ilfracombe to Cardiff Roads	3	21 – –	3	16 15 –	–	– – –	1	2 5 –	–	– – –	5	13 7 6	12	53 7 6
From Nash Point to Cardiff Roads	2	10 13 4	3	10 1 8	–	– – –	–	– – –	–	– – –	4	9 14 2	9	30 9 2
BRISTOL.														
From Lundy Island to King Road	1	7 10 –	4	32 9 3	–	– – –	–	– – –	–	– – –	5	27 2 3	10	67 1 6
From Ilfracombe to King Road	–	– – –	1	9 18 6	–	– – –	–	– – –	–	– – –	–	– – –	1	9 18 6
From Minehead to King Road	–	–	–	—	–	—	–	—	–	—	–	—	–	—
GLOUCESTER.														
From Lundy Island to King Road	–	– – –	1	6 5 –	–	– – –	–	– – –	–	– – –	1	5 7 6	2	11 12 6
From Nash Point to King Road	1	– 12 –	3	14 15 –	–	– – –	–	– – –	–	– – –	–	– – –	4	15 7 –
Extraordinary Services	–	– – –	–	– – –	–	– – –	–	– – –	2	30 – –	–	– – –	2	30 – –
Tides' Works	–	– – –	–	– – –	609	562 – –	–	– – –	–	– – –	–	– – –	609	562 – –
TOTAL	694	2,348 4 8	596	2,233 3 5	609	562 – –	68	237 1 10	2	30 – –	291	1,287 6 –	2,260	6,697 15 11

(2.)—OUTWARDS.

NEWPORT.														
From Newport to Rivers Mouth	110	124 11 6	60	84 18 –	–	– – –	–	– – –	–	– – –	7	7 15 –	177	217 4 6
From Newport to Holms	175	413 17 6	352	913 10 –	–	– – –	25	64 – –	–	– – –	81	167 4 –	633	1,558 11 6
From Newport to Nash Point	38	169 9 –	458	2,317 – 6	–	– – –	6	22 16 6	–	– – –	130	512 – –	632	3,021 6 –
From Newport to Ilfracombe	4	18 5 –	12	98 18 6	–	– – –	–	– – –	–	– – –	6	39 6 6	22	156 10 1
From Newport to Lundy Island	1	13 – –	29	281 10 –	–	– – –	–	– – –	–	– – –	26	215 15 6	56	510 5 6
CARDIFF.														
From Cardiff Roads to Lundy Island	–	—	–	—	–	—	–	—	–	—	–	—	–	—
From Cardiff Roads to Ilfracombe	–	—	–	—	–	—	–	—	–	—	–	—	–	—
From Cardiff Roads to Nash Point	–	—	–	—	–	—	–	—	–	—	–	—	–	—
BRISTOL.														
From King Road to Lundy Island	–	—	–	—	–	—	–	—	–	—	–	—	–	—
From King Road to Ilfracombe	–	—	–	—	–	—	–	—	–	—	–	—	–	—
From King Road to Minehead	–	—	–	—	–	—	–	—	–	—	–	—	–	—
GLOUCESTER.														
From King Road to Lundy Island	–	—	–	—	–	—	–	—	–	—	1	—	–	—
From King Road to Nash Point	–	—	–	—	–	—	–	—	–	—	–	—	–	—
Days' Attendance	–	– – –	–	– – –	60	31 8 6	–	– – –	–	—	–	– – –	60	31 8 6
TOTAL	328	739 3 –	911	3,695 17 –	60	31 8 6	31	86 16 6	–	—	250	942 1 –	1,580	5,495 6 1

PORT OF NEWPORT (MONMOUTH)—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for - Inward pilotage -	6,697	15	11	By amount paid in respect of pilots - -	11,582	15	5
To gross amount received for - Outward pilotage -	5,495	6	–	By amount paid in respect of contributions to pilots' pensions or superannuation fund - - - - - -	627	10	8
To amount of fees received from applicants for renewals of pilots' licences (38) - -	39	18	–	By amount paid in respect of other expenses of pilotage authority:			
To amount of fees received from applicants for masters' and mates' certificates (2) -	4	4	–	Rent - - - - - - - -	40	–	–
To amount of fees received from applicants for renewals of masters' and mates' certificates (4) - - - - - -	4	4	–	Law charges - - - - -	18	1	8
				Incidental expenses - - - -	94	12	2
To amount received from collectors' fees -	321	12	–	By amount paid for salary of clerk - -	200	–	–
£.	12,562	19	11	£.	12,562	19	11

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION OR SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	14,962	1	5	By amount paid for pensions or superannuations:			
To amount received as contribution to superannuation and pension fund:				Pilots (3) - - - - - - -	117	–	–
				Widows (9) - - - - - -	234	–	–
Transferred from previous account - - - £. 627 10 8				Orphans (10) - - - - - -	104	–	–
From other sources - 440 13 –				By balance carried to next account:			
1,068 3 8				Investments: £. s. d.			
Less,—Interest on investments - - 440 13 –				Newport Gas Company 331 7 7			
	627	10	8	Great Western Railway Company - - - 800 – –			
				Corporation Waterworks 1,544 10 –			
				Alexandra Dock - - 700 – –			
From other sources - - - -	440	13	–	Consols - - - - 11,686 3 –			
					15,062	–	7
				London and Provincial Bank (Current Account) - - - - - -	513	4	6
£.	16,030	5	1	£.	16,030	5	1

7 February 1894. *S. Geo. Homfray*, Clerk.

PORT OF SUNDERLAND.

Pilotage is Free.—*Limits of District.*—*See* p. 304 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 304 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Master Pilots.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
William Scott - - -	71	Richardson Donkin - -	61	For navigating, piloting, and conducting vessels of all descriptions within the Pilotage district of the Port of Sunderland.
James Liddell - - -	67	William Willing - -	65	
Edward Brown - - -	64	Robert Henry Thompson -	62	
Paul Wayman - - -	63			

PORT OF SUNDERLAND—*continued.*

NAMES OF PILOTS—*continued.*

First Class Pilots.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Richardson Gibbins	65	James Rush	47	For navigating, piloting, and conducting vessels of all descriptions within the Pilotage district of the Port of Sunderland.
James Morley	61	Thomas Potts	49	
William Brown	58	Matthew Donkin	48	
George Gibbins	63	Jacob Thurlbeck	50	
Henry Metcalf	61	Lionel Henry	48	
Featherstone Moore	58	Richardson Gibbins, the younger	45	
John Patterson	56	Francis Ward Taylor	44	
John Cuthbertson Scott	57	William Gibbins	48	
William Brown	62	James Potts	44	
Thomas Hopper	57	William Alder, the younger	43	
George Lindsay	62	Robert Downs	43	
Thomas Wrightson	63	Thomas Rowell	43	
Thomas Brown	54	George Wilson	43	
William Elliott	63	Joseph Henry	43	
John Mundy Wake	53	Thomas Robson	42	
John Tindle Dodds	54	Thomas Hall	43	
George Stafford	50	Robert Mundy Wake	47	
James Rush	52	Edward Hodgson Scott	46	
Parker Donkin	52	Michael Thurlbeck	45	
James Septimus Hopper	51	John Scott	44	
William Dodds	52	Joseph Wake	42	
Joseph Lindsay	52	William Brown	43	
Robert Brown	59	George Hall	41	
James Taylor	50	John Henry Thompson	40	
Thomas Brown Thurlbeck	50	George Gibbins, the younger	41	
Robert Tindle Dodds	50	Matthew Metcalf	38	
Thomas Tindle Dodds	50	William Gills	29	
John Jobling	51	William Elliott	36	
John Smith	50	Richardson Gibbins	31	
John Burton Brown	52	William Thurlbeck	25	
James Smith Atkinson	47	Robert Gibbins	34	
William Thurlbeck	47	William Patterson	25	
Abram Thompson	47	David John Dodds (1)	24	
Michael Hall	47	John Michael Hall	26	
Henderson Brown Wake	47	David John Dodds (2)	23	
		William Elliott	25	

PORT OF SUNDERLAND—*continued.*

NAMES of PILOTS—*continued.*

Second Class Pilots.

NAMES.	Ages.	Service for which Licensed.
William Welch	43	For navigating, piloting, and conducting vessels of not exceeding 400 tons register within the Pilotage district of the Port of Sunderland.
Henry Thompson	26	
John James Robson	22	For navigating, piloting, and conducting vessels of not exceeding 600 tons register within the Pilotage district of the Port of Sunderland.
Amos Wilby Broughton	22	
Robert Henry Gills	23	
Robert Thurlbeck	25	For navigating, piloting, and conducting vessels of not exceeding 400 tons register within the Pilotage district of the Port of Sunderland.
Thomas Brown	23	
Matthew Rush	23	

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Henry Rowell	21	John Richardson Meynell	19	To learn the art and business of a pilot, and to assist generally in the Pilotage service.
Robert Brown	21	John William Taylor	18	
Parker Donkin, the younger	22	George Metcalf	17	
William Wake	21	George Watson Brown	19	
Jacob Wake	22	William Joseph Rowell	19	

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Port	2,353	2,108 2 8	623	853 – 3	202	198 8 9	489	577 14 2	3,667	3,737 5 10

(2.)—OUTWARDS.

From Port to Sea	3,044	3,521 17 6	801	1,614 17 7	48	73 3 2	656	913 15 10	4,549	6,123 14 1

PORT OF SUNDERLAND—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	241	19	5	By expenses of pilotage authority:			
				Stamps - - - - - -	3	5	–
To amount of fees received from applicants for:				Printing and stationery - -	9	17	3
Pilots' licences (10) - - -	20	–	–	Office cleaning and coals - -	11	7	–
Renewals of pilots' licences (83) -	166	–	–	Sundries, including repairs - -	1	–	6
Masters' and mates' certificates (1)	2	–	–	New flags supplied to pilots -	5	2	–
Renewals of ditto (1) - - -	2	–	–	By amount paid for clerk - -	50	–	–
To amount received for fines and forfeitures:				By allowance for the services of an assistant - - - - - -	20	–	–
From licensed pilots - - -	8	5	–	By amount paid other officers:			
				Pilot ruler - - - - -	150	–	–
To amount received from other sources, viz.:				Boy in pilot ruler's office - -	13	–	–
Fees for pilot boat licences - -	6	15	–	Auditor - - - - - -	2	2	–
Contributions to pilotage fund by pilots under Bye-law No. XIV., for twelve months ending 31st December 1893 - - -	385	18	6	By amount expended in the payment of pensions to pilots, and temporary relief to the widow and child of a deceased pilot (*see* account below) -	334	10	–
Fees received from apprentices under Bye-law No. III. -	7	–	–	By amount invested with the River Wear Commissioners on security of their Consolidated Revenue at 3½ per cent. per annum interest - -	250	–	–
One year's interest on 6,250 *l.*, and a-half year's interest on 250 *l.*, invested with the River Wear Commissioners, less Property Tax - - - - - -	270	15	8	By balance carried to next account -	261	9	10
Interest allowed by bankers -	1	–	–				
£.	1,111	13	7	£.	1,111	13	7

Note.—Each pilot collects his own earnings, and no portion of the pilotage ever comes to the hands of the Commissioners.

ACCOUNT of all MONIES received and expended in respect of Pensions to PILOTS and Temporary Relief to their WIDOWS and ORPHANS.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To total sum expended by the Commissioners in the payment of pensions and temporary relief, brought from preceding Account - - -	334	10	–	By amount paid for pensions or superannuations to pilots (14) -	328	10	–
				By amount paid for temporary relief:			
				Widow of deceased pilot (1) -	5	–	–
				Child of a deceased pilot (1) -	1	–	–
£.	334	10	–	£.	334	10	–

31 March 1894. *J. G. Morris*, Clerk.

PORT OF SWANSEA.

Pilotage is Free. *Limits of District.—See* p. 126 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE

See p. 126 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Elijah Williams	50	John Mills	64	George Jones Rees	41
Daniel Owen	63	William Tamlin	50	Charles Jones	55
Samuel Harman	67	John Bevan	59	William Fender	54
Griffith Fox	47	Thomas Johnson	47	Samuel Hughes	55
Matthew Chard	54	William Ace	53	Nicholas Johnson	54
Joseph Owen	52	George Thomas	56	Robert Bedford	57
John Gyles Hodge	52	Charles W. Randell	55	David Bidder	49
David Tamlin	52	John Beynon	52	William Burnett	52
Lewis Watkins	45	Edwin Burton	61	Mitchell Mitchell	54
John Wilkins	75				

No Apprentices.

Harbour Pilots.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Charles Grove	53	Richard Clark	57	William James Blackmore	50
Charles Edwards	69	Robert Argent	54	Henry Rudledge	46
William Mitchell	42	Henry Rees	38	John Beynon	41
David Fender	44	George Charles	53	John Morgan	49
David Rees	64	Daniel Griffiths	51		

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Swansea Bay to Harbour	1,150	2,546 1 –	365	575 3 6	1,515	3,121 4 6
From Pwlldy Point to Harbour	26	127 17 6	9	26 3 –	35	154 – 6
From Oxwich Point to Harbour	7	37 4 6	7	17 4 6	14	54 9 –
From Worm's Head to Harbour	4	52 – –	2	6 – –	6	58 – –
Vessels not entering Swansea Harbour	3	17 – –	2	3 – –	5	20 3 –
Total	1,190	2,780 3 –	385	627 14 –	1,575	3,407 17 –

(2.)—OUTWARDS.

From Harbour to Pier Head	188	237 15 –	159	184 7 –	347	422 2 –
From Harbour to Mumbles Roads	672	2,206 6 –	143	341 2 6	815	2,547 8 6
From Harbour to Eastern or Western Limits	1	9 5 –	1	5 15 –	2	15 – –
Total	861	2,453 6 –	303	531 4 6	1,164	2,984 10 6

PORT OF SWANSEA—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for { Inward pilotage	3,407	17	–	By amount paid in respect of pilots	4,785	16	8
{ Outward pilotage	2,984	10	6	By amount paid for pilot boats and hobblers	1,606	10	10
To amount of fees received from applicants for renewals of pilots' licences (42)	88	4	–	By amount paid as contributions to pilots' pension or superannuation fund	148	1	–
To amount of fees received from applicants for masters' and mates' certificates (3)	9	9	–				
To amount of fees received from applicants for renewals of masters' and mates' certificates (16)	50	8	–				
£.	6,540	8	6	£.	6,540	8	6

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	3,342	4	5	By amount paid for pensions or superannuations:			
To amount received as contribution to superannuation and pension fund:				Pilots' superannuations (6)	175	19	–
				Pilots' sick pay (6)	10	10	–
From pilots	122	16	–	By balance invested in Swansea Harbour Stock	3,375	–	–
From fees, &c., for pilots' licences	148	1	–	By cash in hands of bankers and cashier	168	11	7
Interest	116	19	2				
£.	3,730	–	7	£.	3,730	–	7

28 May 1894.

T. W. Talfourd Strick, Clerk.

PORTS OF THE TEES.

Pilotage is Free. *Limits of District.*—*See* p. 91 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 91 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or not.	Service for which Licensed or Authorised to act.
Richard Hunter	72	Licensed	Sea to Stockton.
Bartholomew Huntridge	66	Ditto	ditto.
Samuel Hodgson	57	Ditto	ditto.
Thomas Pounder	43	Ditto	ditto.
Michael Snowdon	73	Ditto	ditto.
Matthew Hunter	43	Ditto	ditto.
John Hodgson	42	Ditto	ditto.
Robert Snowdon	45	Ditto	ditto.

PORTS OF THE TEES—*continued.*

NAMES OF PILOTS—*continued.*

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or not.	Service for which Licensed or Authorised to act.
Thomas Hunter	36	Licensed	Sea to Stockton.
Robert Hood	71	Ditto	Sea to Stockton, and *vice versâ.*
Henry Hood	60	Ditto	- ditto - ditto.
John Lithgo	52	Ditto	- ditto - ditto.
George Callendar	67	Ditto	- ditto - ditto.
George Duncan	54	Ditto	- ditto - ditto.
Wright Musther	68	Ditto	- ditto - ditto.
Henry Soppitt	63	Ditto	- ditto - ditto.
John Hart	61	Ditto	- ditto - ditto.
Stephen Lister	57	Ditto	- ditto - ditto.
Benjamin Mollard	59	Ditto	- ditto - ditto.
Joseph Burnicle	67	Ditto	- ditto - ditto.
Robert Burnicle	62	Ditto	- ditto - ditto.
Michael Burnicle	43	Ditto	- ditto - ditto.
James Carter	62	Ditto	- ditto - ditto.
John Spurr Dixon	66	Ditto	- ditto - ditto.
Henry Guy	54	Ditto	- ditto - ditto.
Henry W. Pickersgill	34	Ditto	- ditto - ditto.
James Towell	34	Ditto	- ditto - ditto.
George E. Callendar	36	Ditto	- ditto - ditto.
David Dempster	50	Ditto	- ditto - ditto.
James Fryett	33	Ditto	- ditto - ditto.
Watson Dixon	33	Ditto	- ditto - ditto.
John Soppitt	31	Ditto	- ditto - ditto.
William Hood	41	Ditto	- ditto - ditto.
William Lister	26	Ditto	- ditto - ditto.
William Guy	29	Ditto	- ditto - ditto.
James E. Lithgo	26	Ditto	- ditto - ditto.
Thomas Watt	30	Ditto	Sea to Stockton.
Richard Robinson, jun.	34	Ditto	- ditto.
Frank Pounder (2nd Class)	33	Ditto	Sea to Newport Wharf.
Michael Snowdon, jun. (2nd Class).	29	Ditto	Sea to Newport Wharf, and *vice versâ.*
J. B. Bulmer (2nd Class)	29	Ditto	- ditto - ditto.
W. Moore (2nd Class)	35	Ditto	Sea to Newport Wharf.
W. Harrison	28	Ditto	Sea to Newport Wharf, and *vice versâ.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS. Not Towed by Steam.		OVERSEA. Not Towed by Steam.					
	No.	Amount	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Middlesbrough or Stockton.	553	908 3 1	818	1,641 9 6	351	537 12 6	1,722	3,087 5 1

(2.)—OUTWARDS.

From Stockton or Middlesbrough to Sea.	758	1,262 4 8	515	862 2 8	301	479 8 7	1,574	2,603 15 11

PORT OF THE TEES—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	469	5	11	By amount paid in respect of pilots -	5,691	1	–
To gross amount received for - Inward pilotage -	3,087	5	1	By amount paid as contributions to pilots' pension or superannuation fund - - - - - - -	33	15	–
To gross amount received for - Outward pilotage -	2,603	15	11	By amount paid for secretary - -	25	–	–
To amount of fees received from applicants for pilots' licences (2) - -	4	–	–	By amount paid for pilot superintendent	50	–	–
To amount of fees received from applicants for renewals of pilots' licences (44) - - - - - - - -	44	–	–	By amount paid for postages, printing, and stationery - - - - -	11	2	4
To amount received for dues from pilots	194	16	6	By amount paid for interest on outlay of pilots' shelter - - - - -	15	–	–
To amount received for interest on 400 *l.* loan - - - - - -	13	12	5	By amount paid for gas to pilots' shelter - - - - - -	10	–	–
To amount received for moiety of insurance on shelter - - - - -	4	–	–	By amount paid for insurance of pilots' shelter - - - - - - -	8	2	–
				By amount paid for cost of re-mooring pilots' shelter - - - - -	1	19	9
				By amount paid for income tax - -	1	13	5
				By amount paid for election expenses -	5	11	6
				On mortgage with the Tees Conservancy Commissioners - - -	400	–	–
				In bank - - - - - - -	167	10	10
£.	6,420	15	10	£.	6,420	15	10

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£	s.	d.
To amount received as contribution to superannuation and pension fund:				By amount paid for pensions or superannuations:			
From pilots - - - - -	33	15	–	Pilots (2) - - - - -	9	15	–
				Widows (7) - - - - -	24	–	–
£.	33	15	–	£.	33	15	–

26 January 1894. *M. B. Dodds*, Secretary.

PORTS OF THE TYNE.

Pilotage is Free. *Limits of District.—See* p. 60 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 35 of Parl. Paper, No. 263 of 1893.

NAMES of PILOTS.

SEA PILOTAGE DISTRICT.

Licensed to pilot Vessels throughout the entire District of the Tyne.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Henry Young - - -	82	William Blair - - -	71	Henry Strachan - -	64
James Blair - - -	79	George H. Thurlbeck -	72	William T. Turnbull -	64
John S. Tindle - -	75	William C. Stephenson -	74	Joseph Blackett - -	74
William Young - -	75	Robert Chambers (1) -	72	Ralph Shotton (1) - -	68
George Tindle - - -	68	James Coats - - -	68	R. A. Harrison - -	66
Robert Blair - - -	73	Michael Purvis - -	74	Michael Donkin - -	65
James Morton (1) - -	70	Lancelot Burn (1) - -	66	Charles Pearson - -	62
John Grieves (1) - -	72	Thomas Stott - - -	65	Thomas Tindle - -	65

PORTS OF THE TYNE—*continued.*

NAMES of PILOTS—*continued.*

SEA PILOTAGE DISTRICT—*continued.*

Licensed to pilot Vessels throughout the entire District of the Tyne—continued.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Ralph Burn	65	Thomas Young (1)	52	Joseph Robinson	73
Charles Cleet	64	James Wright	53	Lancelot Burn (2)	42
Joseph Coats	63	Robert Purvis	51	William M. Young	42
William Chambers	62	Matthew Young	51	James Young (1)	41
Andrew Purvis (1)	61	Heslop Wright	51	Robert Pickering	41
Jacob Bone	56	Thomas Marshall	51	Robert Ramsey	41
Charles Burn	61	Robert Chambers (2)	49	Anthony Hogg	41
Anthony Ramsey	59	Charles Chambers	50	John Burn	41
William Tinmouth (1)	59	Robert M. Young	49	John S. Donkin	40
William Marshall (1)	59	Thomas Bone	50	Lawrence Harrison	40
James C. Morrison	59	James Stephenson	48	Ralph Sloane	43
John Harrison	58	Philip Young	47	John Grieves (2)	39
George Smith	58	James Morton (2)	39	John Donkin	—
William Smith	74	Robert Phillips	48	Thomas Chambers	43
Thomas Y. Tinmouth	57	Thomas Young (2)	48	James Young (2)	38
Thomas Nevens	57	John Marshall	47	Anthony Thurlbeck	37
Gilbert Purvis	64	Jacob Harrison	47	John W. Purvis	38
John Purvis (1)	57	James Forster	52	William Purvis (3)	37
Edward Ramsey	57	William Purvis (2)	50	Ralph Shotton (2)	35
Joseph Chambers	57	David Young	47	Robert Donkin	37
John Heron	66	Thomas S. Stephenson	47	Samuel Stewart	33
Edward Tindle	57	Peter K. Stephenson	47	Thomas Hogg	33
John Brown	53	William O. Thurlbeck	46	Martin Purvis (1)	33
John Peat	55	Thomas C. Purvis	46	Amos Ayre	—
John Watson	53	John Morton	53	Benjamin Heron (2)	33
John L. Burn	56	Benjamin Heron (1)	57	John Chambers	32
William Purvis (1)	60	William Wright	48	William H. Thurlbeck	32
Henry Stephenson	56	William Young (2)	44	James Purvis (2)	35
Edward Purvis	55	James Mackey	47	Thomas Harrison	35
John H. Burn	56	Thomas Reed	52	Martin Purvis (2)	34
Andrew Purvis (2)	56	James Purvis (2)	44	Henry Donkin	35
William Strachan	53	William Reed	38	John George Stewart	32
Richard B. Young	64	Richard Harrison	44	Henry Y. Marshall	32
John Bone (1)	54	Anthony R. Emmerson	35	John Birch	33
William Marshall (2)	51	John Phillips	45	George B. Morrison	31
William Stephenson	55	George Young	44	Gilbert Purvis	—
Joseph Watson	49	Arthur Burn	45	William Donkin	—
William Tinmouth (2)	59	Henry Young (2)	43	James Purvis (3)	32
John C. Stephenson	52	Joseph O. Moffat	43	John George H. Thurlbeck	30
Robert Young	53	John T. Cree	36	David Marshall	—
John Hutchinson	53	Robert Burn	43	William Marshall	—
John Purvis (2)	52	Robert Pearson	64	James W. Carter	31
John Houlsby	54	Robert Taylor	67	Charles Burn	29
John Wright	55	Andrew Taylor	74	Alexander Leslie	—
John Bone (2)	55	John Foster	—		

Masters of Home Trade Passenger Ships licensed to pilot their own Vessels into and out of Shields Harbour.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William Durham	—	Robert Webster	61	John Cracknell	—
Alexander Cay	—	Ralph Goundry	52	John Bruce	—
Robert Beacher	50	Anthony Dove	—	Donald Mackay	41
Thomas Little	—	John A. Strachan	—	Henry S. Nelson	41
John W. Searle	59				

PORTS OF THE TYNE—*continued.*

NAMES of PILOTS—*continued.*

NORTH SEA PILOTAGE DISTRICT.

Licensed to pilot Vessels in the North Sea, outside the limits of any Pilotage Authority.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Isaac Wallis	—	James Lewis	—	George Gunn	69
William Proctor	74	William White	—	John C. Woodall	69
Mark A. Hill	71	James Dennison	71	Robert Cowell	—
Thomas Todd	73	William Meldrum	73	Samuel Adamson	54
John Andrews	65	William Spence	72	Peter Rattary	—
Henry Drake	65	William Scott	61	John Stratford	52
W. F. Adams	—	Richardson Swinhoe	75	William Warren	—
John Hodgeman	70	William Gourley	65	William Donkin	35
Thomas Bedlington	68	William Cooper	65	Robert Turnbull	58
Thomas Renno	—	Edward Rowe	60		

SUMMARY of RETURNS as to PILOTS.

Number of Pilots holding General Licences	158
Number of Masters of Passenger Ships	13
Number of North Sea Pilots	29

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Tyne	6,567	8,017 17 4	2,238	3,770 17 1	2,577	2,798 10 2	11,382	14,587 4 7

(2.)—OUTWARDS.

From Tyne to Sea	5,165	7,956 4 1	3,300	7,095 – 2	2,159	2,956 13 9	10,624	18,007 18 –

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted into the Tyne.			TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted out of the Tyne.		
VESSELS.	No. of Vessels.	TOTAL AMOUNT.	VESSELS.	No. of Vessels.	TOTAL AMOUNT.
		£. s. d.			£. s. d.
ENGLISH	8,805	11,788 14 5	ENGLISH	8,465	15,051 4 3
FOREIGN	2,577	2,798 10 2	FOREIGN	2,159	2,956 13 9
TOTAL	11,382	14,587 4 7	TOTAL	10,624	18,007 18 –

PORTS OF THE TYNE—*continued.*

ACCOUNT of all MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

PILOTAGE ACCOUNT for the Year ended 31st December 1893.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount of pilots' earnings received for—				By deductions from pilots' earnings, carried to General Account	1,640	6	2
Inward pilotage	14,587	4	7	By deductions from pilots' earnings, carried to Collection Account	269	8	–
Outward pilotage	18,007	18	–	By deductions from pilots' earnings, carried to Boarding Account	1,093	10	10
				By net earnings paid to pilots	29,591	17	7
£.	32,595	2	7	£.	32,595	2	7

GENERAL PILOTAGE ACCOUNT.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last year's account	26,766	8	11	By amount paid in respect of contributions to pilots' pension or superannuation fund	320	13	6
To amount of fees received from applicants for pilots' licences (6)	24	–	–	By amount paid for expenses of committees	50	10	6
To amount of fees received from applicants for renewals of pilots' licences (124)	124	–	–	By amount paid for painting and repairs to property	36	3	10
To amount of fees received from applicants for renewals of masters' and mates' certificates (14)	7	–	–	By amount paid for secretary	183	6	8
To amount received as fees from pilots for licences to pilots' boats	11	7	6	By amount paid for clerk	50	–	–
To amount received for rents from property	45	8	–	By amount paid for other officers	276	6	8
To amount of deductions from pilots' earnings	1,640	6	2	By amount paid for auditor	10	10	–
To amount of contributions from certificated masters of passenger ships, one year	15	14	7	By amount paid for printing and stationery	23	19	1
				By amount paid for rates and taxes	12	19	10
				By amount paid for cleaning offices	25	7	6
				By amount paid for law and other expenses	73	5	4
				By amount paid for new look out house at North Shields	354	3	–
				By amount paid for architect for new look-out house at North Shields	19	16	–
				By amount paid for furnishing new look-out house at North Shields	25	12	2
				By amount paid for expenses in connection with the pilots' look-out houses	22	16	10
				By amount of subscription to Ingham Infirmary	10	10	–
				By amount of subscription to Newcastle Infirmary	5	5	–
				By amount of subscription to Tynemouth Infirmary	5	5	–
				By amount of subscription to North Shields Dispensary	2	2	–
				By amount paid as gratuity to Thomas Varley Marsden	2	2	–
				By amount paid for miscellaneous expenses	50	–	9
				By balance carried to next account	27,073	9	6
£.	28,634	5	2	£.	28,634	5	2

COLLECTION ACCOUNT.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To deductions from pilots' earnings, as per bye-law	269	8	–	By balance brought from last account	24	11	11
				By printing and stationery	6	15	–
				By collector's salary	181	–	–
				By riverside expenses	15	12	6
				By balance carried to next account	41	8	7
£.	269	8	–	£.	269	8	–

PORTS OF THE TYNE—*continued.*

ACCOUNT of all Monies received and expended by or on behalf of Pilots or Pilotage—*continued.*

BOARDING ACCOUNT.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	3,712	17	11	By painting and repairing life-boat -	24	1	6
To deductions from pilots' earnings, as per bye-law - - - - - -	1,093	10	10	By new life-boat - - - - -	20	–	–
				By steamer taking pilots to sea - -	257	–	5
				By assistants putting pilots on board vessels from steamers - - -	46	11	–
				By agent for engaging and directing the steamer to proceed to sea with pilots on board - - - -	12	–	–
				By miscellaneous expenses - -	5	–	6
				By balance carried to next account -	4,441	15	4
£.	4,806	8	9	£.	4,806	8	9

NORTH SEA PILOTAGE DISTRICT.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	16	16	8	By balance carried to next account -	16	16	8

BALANCE SHEET.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from General Account - - - - - -	27,073	9	6	By cash in the North Eastern Company's Bank - - - - -	1,433	10	1
				By invested with the Tyne Improvement Commissioners - - -	17,090	–	–
To balance brought from Boarding Account - - - - - -	4,441	15	4	By invested with the Tees Conservancy Commissioners - - - -	8,000	–	–
				By invested with the South Shields Corporation - - - - -	600	–	–
To balance brought from Collection Account - - - - - -	41	8	7	By invested with the Stockton Corporation - - - - - -	1,000	–	–
To balance brought from North Sea Pilotage District Account - -	16	16	8	By invested with the Gateshead Corporation - - - - - -	1,000	–	–
				By invested with the South Shields Gas Company - - - -	2,000	–	–
To value of office buildings - -	1,300	–	–	By deposit with the North Eastern Banking Company - - -	100	–	–
				By cash in hands of secretary for prepayment of pilotage dues - -	350	–	–
				By value of office buildings - -	1,300	–	–
£.	32,873	10	1	£.	32,873	10	1

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of interest on moneys invested - - - - - - -	1,132	16	6	By amount paid for pensions or superannuations:			
				Pilots (41) - - - -	728	5	–
To amount transferred from General Account - - - - - -	320	13	6	Widows (69) - - - -	701	5	–
				Orphans (12) - - - -	24	–	–
£.	1,453	10	–	£.	1,453	10	–

21 February 1894. *James Robinson*, Secretary.

PORT OF NEWCASTLE-UPON-TYNE.

Pilotage is Free. *Limits of Districts.*—*See* p. 75 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 75 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Alnmouth.

George Richardson - - - - aged 59

Amble.

Names.	Ages.	Names.	Ages.	Names.	Ages.
John Matthews - -	62	John Matthews - -	40	Thomas Young - -	43
John Norman - - -	67	John Sinton - - -	46	George Robinson - -	41
John William Anderson -	39	William Davison - -	47		

Blyth.

Names.	Ages.	Names.	Ages.	Names.	Ages.
William Redford - -	73	Thomas Short - -	49	H. Bower - - -	38
James Redford - -	67	George Short - -	49	John Innes - - -	45
John Redford - - -	65	William Wood - -	42	J. S. Dolmahoy - -	37
William Redford - -	52	John Henry Brown -	47	Jos. Henderson - -	41
John Dinsdale - - -	64	William Mitchell - -	41	Samuel Tate - - -	41
Joseph Southern - -	53	John Southern - -	44	Robert Robinson - -	42
Isaac George Tate - -	46	Robert Newman Wood -	45	Joseph Davidson - -	40
Thomas Hogg - -	49	James John Gibson -	46	Frederick Twizell - -	34
Thomas Biggs - - -	49	John Redford - -	58	Alexander Brown - -	43

Holy Island.

Names.	Ages.	Names.	Ages.	Names.	Ages.
John Beadnall - - -	69	Matthew Kyle - -	59	David Markwell - -	51
Thomas Shill - - -	68	Thomas Cromarty - -	60	Ezekiel Allison - -	51
Benjamin Kyle - -	70	George Douglas - -	69	John Walker - - -	47
Thomas Kyle - - -	61	George Kyle - - -	49	Ralph Wilson - -	46
William Wilson - -	67	James Beadnall - -	54		
William Beadnall - -	59	William Lilburn - -	57		

North Sunderland.

Names.	Ages.	Names.	Ages.
James Robson - - -	76	William Cuthbertson - -	55

PORT OF NEWCASTLE-UPON-TYNE—*continued.*

NAMES OF PILOTS—*continued.*

Seaham.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Rush Scott	48	John Bruce	61	Ralph Dobson	55
Charlton Dobson, jun.	56	John Page Scott	40	Lionel Henry	63
Richard Hudson	49	James Mason Scott, sen.	62	Michael Scott, jun.	60
Robert Ellemore	53	Thomas Millar	82	Thomas Ellemore Miller	41
Thomas Dobson	52	William Scott, sen.	57	John Scott	52
James Wild Ellemore	69	Thomas Rush	45	George Marshall	49
George Harrison	39	Morley Scott, sen.	75	Ralph Appleby	60
John Marshall, jun.	54	John Harrison	45	Walker Henry	72
Francis Ellemore	42	Morley Scott, jun.	46	Robert Scott	61
James Marshall	47	William Scott, jun.	56	George Scott	54

Whitby.

NAMES.	Ages.	NAMES.	Ages.
John Douglas	76	William George Douglas	50
Thomas Cass	45	Henry Hobson	64

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
From Sea to Blyth	1,110	810 10 2	42	35 2 9	1,020	706 12 7	2,172	1,552 5 6
From Sea to Seaham	1,148	653 16 –	56	38 14 9	36	22 15 9	1,240	715 6 6
From Sea to Whitby	28	16 2 1	–	– – –	8	6 15 –	136	22 17 1
From Sea to North Sunderland	20	10 11 9	–	– – –	–	– – –	20	10 11 9
From Sea to Amble	304	190 18 9	17	11 7 6	217	135 16 –	538	338 2 3
From Sea to Alnmouth	9	2 12 1	–	– – –	–	– – –	9	2 12 1
From Sea to Holy Island	32	16 3 6	–	– – –	–	– – –	32	16 3 6
TOTAL	2,651	1,700 14 4	115	85 5 –	1,281	871 19 4	4,047	2,657 18 8

(2.)—OUTWARDS.

From Blyth to Sea	562	598 7 3	533	642 9 9	1,040	1,012 9 1	2,135	2,253 6 1
From Seaham to Sea	1,104	946 8 9	59	53 6 –	35	27 13 8	1,198	1,027 8 5
From Whitby to Sea	21	11 4 1	–	– – –	5	2 7 –	26	13 11 1
From North Sunderland to Sea	7	4 1 3	–	– – –	8	5 6 3	15	9 7 6
From Amble to Sea	270	256 10 2	17	17 17 1	215	199 6 6	502	473 13 9
From Alnmouth to Sea	5	1 3 4	–	– – –	–	– – –	5	1 3 4
From Holy Island to Sea	26	12 10 6	–	– – –	–	– – –	26	12 10 6
TOTAL	1,995	1,830 5 4	609	713 12 10	1,303	1,247 2 6	3,907	3,791 – 8

Note.—The whole of the above Pilotage is received by the pilots themselves. The amount received for extra tonnage from vessels over 500 tons register, at the Port of Blyth in 1893, is 856*l.* 14*s.* 8*d.*

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted INTO and OUT of the above Ports.

	INWARDS. No. of Vessels.	Amount. £. s. d.	OUTWARDS. No. of Vessels.	Amount. £. s. d.
BRITISH VESSELS	2,766	1,785 19 4	2,604	2,543 18 2
FOREIGN VESSELS	1,281	871 19 4	1,303	1,247 2 6
TOTAL	4,047	2,657 18 8	3,907	3,791 – 8

PORT OF NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

ALNMOUTH.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for { Inward pilotage -	2	12	1	By amount paid in respect of pilots -	3	15	5
{ Outward pilotage -	1	3	4				
£.	3	15	5	£.	3	15	5

WARKWORTH AND AMBLE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for { Inward pilotage -	338	2	3	By amount paid in respect of pilots -	811	16	–
{ Outward pilotage -	473	13	9	By amount paid as contributions to pilots' pension or superannuation fund - - - - - - -	14	19	–
To amount of fees received from applicants for renewals of pilots' licences (9) - - - - - - -	9	–	–	By amount paid for stationery, &c. -	3	10	–
To amount of pilots' fees - - -	34	2	–	By amount paid for deputation expenses - - - - - -	4	13	–
				By amount paid for salary of secretary	10	–	–
				By amount paid for salary of pilot master - - - - -	10	–	–
£.	854	18	–	£.	854	18	–

BLYTH.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for { Inward pilotage -	1,552	5	6	By amount paid in respect of pilots -	3,805	11	7
{ Outward pilotage -	2,253	6	1	By amount paid as contributions to pilots pension or superannuation fund - - - - - - -	84	9	6
To amount of fees received from applicants for pilots' licences (6) - -	6	–	–	By amount paid for stationery, &c. -	5	–	–
To amount of fees received from applicants for renewals of pilots' licences (23)	23	–	–	By amount paid for rent of office -	5	–	–
				By amount paid for deputation expenses - - - - - - -	17	13	–
To amount of pilots' fees - - -	157	–	–	By amount paid for special committee expenses - - - - - -	8	18	6
				By amount paid for salary of secretary	20	–	–
				By amount paid for salary of clerk -	5	5	–
				By amount paid for salary of pilot master - - - - - -	40	–	–
£.	3,991	17	7	£.	3,991	17	7

HOLY ISLAND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for { Inward pilotage -	16	3	6	By balance from last account - -	12	7	6
{ Outward pilotage -	12	10	6	By amount paid in respect of pilots -	28	14	–
To amount received for fines and forfeitures from pilots - - - -	–	3	6	By amount paid for salary of pilot master - - - - - -	5	–	–
To balance to next year - - -	17	4	–				
£.	46	1	6	£.	46	1	6

PORT OF NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund—*continued.*

NORTH SUNDERLAND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for — Inward pilotage	10	11	9	By amount paid in respect of pilots	19	19	3
To gross amount received for — Outward pilotage	9	7	6	By amount paid as contributions to pilots' pension or superannuation fund	1	5	8
To amount received for pilots' fees	3	15	8	By amount paid for salary of pilot master	2	10	–
£.	23	14	11	£.	23	14	11

SEAHAM.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for — Inward pilotage	715	6	6	By amount paid in respect of pilots	1,742	14	11
To gross amount received for — Outward pilotage	1,027	8	5	By amount paid for contributions to pilots' pension or superannuation fund	47	–	–
To amount of fees received from applicants for renewals of pilots' licences (23)	23	–	–	By amount paid for stationery, &c.	4	10	–
To amount of pilots' fees	88	12	6	By amount paid for salary of secretary	15	–	–
To amount received for fines and forfeitures	–	2	6	By amount paid for salary of clerk	5	5	–
				By amount paid for salary of pilot master	40	–	–
£.	1,854	9	11	£.	1,854	9	11

WHITBY.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for — Inward pilotage	22	17	1	By balance from last account	32	9	10
To gross amount received for — Outward pilotage	13	11	1	By amount paid in respect of pilots	36	8	2
To amount received for fines and forfeitures from pilots	1	12	10	By amount paid for salary of pilot master	10	–	–
To balance to next account	40	17	–				
£.	78	18	–	£.	78	18	–

PORT OF NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

WARKWORTH AND AMBLE.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To balance brought from last account -	37	1	–	By balance carried to next account -	52	–	–
To amount received as contribution to superannuation and pension fund from pilots - - - - - - -	14	19	–				
£.	52	–	–	£.	52	–	–

BLYTH.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To balance brought from last account -	307	1	–	By amount paid for pensions or superannuations of pilots - - -	20	–	2
To amount received as contribution to superannuation and pension fund from pilots - - - - - - -	84	9	6	By balance carried to next account -	371	10	4
£.	391	10	6	£.	391	10	6

NORTH SUNDERLAND.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To balance brought from Pilotage Fund Account - - - - - -	1	5	8	By balance brought from last account	2	16	3
To balance carrried to next account -	1	10	7				
£.	2	16	3	£.	2	16	3

SEAHAM.

Dr.	£.	*s.*	*d.*	*Cr.*	£.	*s.*	*d.*
To balance brought from last account -	31	9	7	By amount paid for pensions or superannuations of pilots - - -	82	11	1
To amount received as contribution to superannuation and pension fund from pilots - - - - - - -	47	–	–				
To balance carried to next account -	4	1	6				
£.	82	11	1	£.	82	11	1

6 February 1894. *George Crawford*, Secretary.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL.

Pilotage is partly Free and partly Compulsory.—*See* pp. 10, 12, and 14 of Parl. Paper, No. 94 of 1888.

Limits of District.—See the limits for which Pilots are licensed in each case.

BYE-LAWS, REGULATIONS, &c.

See p. 16 of Parl. Paper, No. 154 of 1889, and p. 48 of Parl. Paper, No. 251 of 1891; also pp. 57 and 59 of this Return.

NAMES OF PILOTS—Younger Brethren who are Branch Pilots.

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Avery, Benjamin John	58	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Abbott, William	48	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Bee, Benjamin David	58	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Bromley, Thomas	54	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Bibbing, William	53	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Blenkarn, John Charles	44	From the Humber, northward, to Flamborough Head, and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Bartlett, Mark	46	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Bennington, Robert	42	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Blades, Robert	38	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Cawcutt, George	63	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Chambers, William Henry	48	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Dunipace, Robert	67	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga; and southward, through Yarmouth Roads, and into the Downs.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Dossor, Frederick	57	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Dyson, John	64	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads, the Swin, and up to the Nore; and southward, through Yarmouth Roads, and into the Downs.
Dowse, Thomas Dandison	44	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Dennison, Thomas Stevenson	56	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland, and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Edmonds, Anthony	68	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Edwards, George	54	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Elliott, Edmund	42	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Forth, John Walter	48	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Gill, William Wordsworth	59	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Gordon, Andrew	42	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Harrison, Richard	60	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Hadaway, William Woolley	44	From the Humber, northward, to Flamborough Head, and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Johnson, Edward James	56	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Johnson, Thomas John	55	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Jones, Robert Thomas	41	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland, and the Red Buoy in the Elbe; and northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Kershaw, Frederick - -	41	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Kendrick, Joseph - - -	45	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Leach, George Clark - -	47	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Leighton, Thomas William -	40	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Magee, William - - -	41	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads into the Downs.
Maycock, Joseph - - -	75	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Moore, Thomas - - -	55	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Mills, James - - - -	65	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Morgan, William - - -	53	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Monro, Alexander Richard	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Morley, John - - -	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; southward, through Yarmouth Roads, and into the Downs; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Martin, Daniel Brown - -	44	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Martin, Richard - - -	41	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Malet, James Hudson - -	44	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Newman, William - -	53	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt; northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; and southward, through Yarmouth Roads, and into the Downs.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Neil, Robert Rowley - -	52	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Ohlenroth, Henry Otto - -	46	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Owen, John - - - -	61	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Oliver, Samuel Hackett - -	50	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Pinchon, William Glenford -	67	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Pindar, Edward - - -	42	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Pepper, George - - -	44	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Pashby, Edwin Vokes - -	46	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Pearson, Arthur Henry -	39	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Potter, Richard - - -	42	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Robinson, Henry - - -	58	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Roach, Robert - - -	51	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads, and into the Downs; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Robson, William Henry -	50	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Smith, David Paxton - -	64	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Standidge, William - -	49	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Smith, Thomas	53	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Stringer, John Todd	50	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Taylor, Joseph Whalley	51	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Tholander, Oscar	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Turney, Thomas Gray	39	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Vickerman, John Blissit	66	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Vickerman, William	50	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Watson, Robert	47	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga.
Walters, Nathan	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Wing, Joseph	47	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Weatherill, Thomas	53	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Wills, Jarvis William	49	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt; and southward, through Yarmouth Roads, and into the Downs.
Wilkinson, John	45	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and the Baltic, to Riga.
Whitehouse, Benjamin	54	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads, and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

EAST COAST.

Along the East Coast, between the Northness of Dimlington, on the Coast of Yorkshire, and St. Edmund's Ness, on the Coast of Norfolk.

NAMES.	Ages.	SERVICE FOR WHICH LICENSED.
Foreman, Henry John	62	From St. Edmund's Ness, on the Coast of Norfolk, from the High Horn Beacon, from Wisbech Eye, and from the Lower Roads at Lynn; southward, to Winterton Ness; and northward, to the River Humber, or the Northness of Dimlington, bearing west, and *vice versâ*.
Goodson, Joseph Henry	37	
Jones, James Joseph	40	
Smith, Henry John	50	

Along the East Coast to the Southward of the Humber.

Rowston, Soloman	59	Along the East Coast, southward, between the entrance of the River Humber and the Northness of Dimlington, bearing west, through Boston and Lynn Deeps, as far as Blakeney.
Upton, George	60	

Along the East Coast to the Downs.

Wright, Thomas	59	From the Humber, southward, through Yarmouth Roads, and into the Downs.

Along the East Coast, Northward, to Tynemouth Bar, and Southward, to the Downs.

Bartlett, Henry	64	From the Humber, northward, to Flamborough Head and Tynemouth Bar; and southward, through Yarmouth Roads, and into the Downs.
Neal, Stephen	56	

Along the East Coast, Northward, to Leith Roads, and Southward, to the Downs and Nore.

Dines, Alfred	51	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth, up to Leith Roads; southward, through Yarmouth Roads, and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.

Along the East Coast, Northward, to Tynemouth Bar, and Southward, to the Downs and Nore.

Manning, John Hiram	65	From the Humber, northward, to Flamborough Head and Tynemouth Bar; southward, through Yarmouth Roads and into the Downs; and, southward, through Yarmouth Roads, the Swin, and up to the Nore.
Hick, Henry	62	
Speed, Robert	53	

PILOTS appointed and licensed for the Port of *Wisbech*, in the County of *Cambridge*.

NAMES.	Ages.	Service for which Licensed.
Burton, Edwin	41	Into and out of the Port and Harbour of Wisbech and the waters thereof, and from the Town of Wisbech, through the Cross Keys Bridge to the Lower Roads at sea, outwards; and from the said Lower Roads at sea through the Cross Keys Bridge to the said Town of Wisbech, inwards; and from and to all intermediate places between the said Town and the said Lower Roads; and also (if required by the master of any ship or vessel, and when no other pilot appointed by us shall be in charge of such ship or vessel) from the said Lower Roads, to and across the Bar, and to the Roaring Middle Buoy, outwards; and from the Roaring Middle Buoy, to and across the Bar, and to the said Lower Roads, inwards; and from and to all intermediate places between the said Lower Roads and the Roaring Middle Buoy.
Burton, James Henry	45	
Garner, John	55	
Pilkington, Peter	76	
Worley, William	44	

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Names of Pilots—Younger Brethren who are Branch Pilots—*continued.*

Pilots appointed and licensed for the Wash or Bay, called *Fosdyke Wash*, and the *River Welland*, in the County of *Lincoln*.

Names.	Ages.	Service for which Licensed.
Cope, Samuel	69	Into and out of the River Welland and Fosdyke Wash, and seaward thereof, through the Deeps called Boston Deeps, so far as a certain buoy there called High Horn Buoy, and including the whole distance between the said buoy and the High Bridge over the said River Welland, in the town of Spalding.
Lineham, Thomas	53	

Port of Hull.

Pilots appointed and licensed for the Port of *Goole*, in the County of *York*.

Names.	Ages.	Service for which Licensed.
Cook, John	50	Into and out of the Port of Goole, and the waters thereof, and upon any part of the River Humber, between the said Port and any part of the said River Humber called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
Garner, Thomas	47	
Jackson, Joseph	65	
Sharp, William	43	
Prentice, William	52	

Masters and Mates to whom Certificates have been granted for the Port of *Goole*, to Pilot the Vessels of which they are respectively the Masters or Mates, under the Act 17 & 18 Vict. c. 104.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
Ayre, Charles	54	Jordan, Henry	51	
Arnold, George	32	Kitwood, Thomas William	55	
Atkinson, Edward Peter	51	Lamming, George William	22	
Braham, Alfred	35	Lister, Thomas Bolland	36	
Broadhead, Alma	34	Mason, William	34	
Barnard, Henry	29	Moore, George King	34	
Bury, James Molyneux George	35	Maltby, Francis	46	
Colbridge, Tom	52	Moore, Charles	41	
Cook, John	51	Newlove, Francis	40	
Cottom, George	59	Pearse, Henry Wallace	42	Into and out of the Port of Goole, and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
Cawthorn, James Robert	39	Redford, Edward Duncan	53	
Coates, Joseph	44	Rockett, William	36	
Calvert, George	58	Rockett, Henry	39	
Depledge, John William	34	Rowbottom, George	49	
Dimberline, William	45	Scott, James	37	
Denby, William	38	Sherburn, William	31	
Eyre, Henry	41	Sherwood, Charles	49	
Foster, Edwin	37	Thorpe, Charles Robinson	36	
Furnill, Paul	52	Torr, William Henry	38	
Frank, William Brown	41	Tulley, Thomas	43	
Gill, George	36	Wadsworth, Samuel	50	
Gravell, William	67	Wake, George Henry	39	
Goodworth, Richard	35	Woodhead, Thomas	53	
Hudson, Charles Henry	36	Woodhead, Robert	48	
Holliday, Robert	49	Woodhead, Ernest William	33	
Ibbetson, George	45			
Ingleby, John	63			

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Names of Pilots—Younger Brethren who are Branch Pilots—*continued.*

Port of Hull—*continued.*

Masters to whom Certificates have been granted for *Gainsborough* to Pilot the Vessels of which they are respectively the Masters, under the Act 17 & 18 Vict. c. 104.

Names.	Ages.	Service for which Licensed.
Jackson, Joseph	60	Into and out of Gainsborough, and the waters thereof, and upon any part of the River Humber between Gainsborough aforesaid, and a certain part of the River Humber called Hull Roads, and also into and out of the said Roads, and upon any part thereof.
Mason, Tom	35	
Parkinson, Joseph	50	
Rusling, William	31	
Spur, Joseph	30	

Pilots appointed and licensed for the *River Humber* under the Act 2 & 3 Will. 4, c. 105.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
Ashford, Joseph	37	Mundey, Edward	50	Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Blanshard, Walter Skelton	24	Marshall, Charles Alexander	38	
Bond, George	44	Megginson, Thomas William	27	
Bond, Robert	40	Nicholson, Robert	60	
Bond, John Henry	35	Oleson, Edward	41	
Burn, George Cook	35	Pearson, William	54	
Brighty, William	27	Pearson, John	49	
Brown, John	37	Pudney, John	50	
Collis, William	61	Parrott, Fred	31	
Calvert, Richard	56	Rowan, Thomas William	66	
Collinson, Andrew	35	Roberts, Edwin	48	
Duncan, John William	34	Rainforth, Stephen	30	
Edmondson, John Taylor	29	Rainforth, Fred	38	
Frazer, Robert William	44	Rea, George Alfred	33	
Good, Thomas William	50	Shores, Thomas Waite	29	
Godfrey, John Samuel	44	Stocks, Frederick	43	
Hamilton, Robert	38	Stocks, Thomas	39	
Hume, William	59	Sampson, William	50	
Harrison, Walter	36	Spence, James Thomas	55	
Harvey, Edward Morey	34	Smith, William Bonnor	35	
Harrison, Charles Howell	29	Stanford, George William	56	
Ives, Albert Edward Bloom	31	Thompson, William Cockrill	59	
Jenkinson, Stanley James	30	Todd, James Dawson	31	
Jones, William David	39	Wilkin, John	59	
Jordan, John William	45	Waddingham, George	35	
Kerridge, James William	26	Wallace, William Henry	61	
Liversedge, William	60	Wilkin, George	52	
Lewis, William Robert	38	Wilson, Thomas Henry	39	
Lofley, John William	47	White, Charles William	45	
Lee, William Robert	30	Ward, Edward Peaker	31	
Lee, Albert	34	Wilkin, Charles Edwin	28	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

PORT OF HULL—*continued.*

APPRENTICES to the *Humber* Pilotage Service.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Anderson, William	16	Hallatt, Thomas Herbert	20	Metcalfe, Edward	20
Brown, Charles	19	Hedgecock, William George	17	Noble, Christopher	20
Chapman, Walter Stanley	15	Harrison, Frederick Heaton	17	Spence, Joseph	17
Carmichael, Harold	15	Hanvatt, George Thomas	17	Todd, Alfred Ernest	19
Cross, Herbert	15	Jackson, George Samuel	21	Ward, Albert Lawrence	15
Edmondson, Thomas Henry	20	Knott, John William	15	Wray, Oscar	15
Foulger, Harold	15				

PILOTS appointed and licensed for the *River Humber*, under the Acts 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 81.

NAMES.	Ages.	Service for which Licensed.
Cross, Henry	46	Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Calvert, John	73	
Clark, Edwin	59	
Carr, William	53	
Mawer, William Henry	37	
Richardson, Robert	48	
Rea, John	64	
Stubbs, William Henry	32	
Sykes, John	37	
Thompson, Charles	33	
White, George Henry	43	

MASTERS and MATES to whom Certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber* Pilots.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Atkinson, Edward Peter	50	Butlin, Charles	29	Into and out of the Port of Kingston-upon-Hull and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Anderson, James Betson	40	Broadhead, Alma	33	
Arnold, George	32	Boyes, Frederick Bryan	44	
Allen, Thomas	53	Borrill, George Mark	43	
Arnold, Richard Dyer	49	Collier, Jasper Chancellor	33	
Ayre, Charles	53	Crombie, James Borwick	53	
Bee, Benjamin David	55	Chambers, William Henry	49	
Bartlett, Robert	40	Coward, John William	33	
Bone, William Lewis	46	Colbridge, Tom	52	
Byers, George Robinson	32	Coates, Joseph	44	
Bettinson, William	43	Cowbrick, Charles	44	
Bayes, Richard	63	Campbell, Thomas	36	
Brett, Alfred	35	Cherry, George	60	
Braham, Alfred	35	Cawthron, James Robert	38	
Belding, Henry John	41	Cross, John	45	
Bury, James Molyneux George	35	Cotton, Elmar Jonathan	39	
Black, Robert Foster	35	Cotton, William	52	
Blade, Robert	38	Cook, John	51	
Bearpark, Frederick William	40	Calvert, George	57	

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Names of Pilots—Younger Brethren who are Branch Pilots—*continued.*

Port of Hull—*continued.*

Masters and Mates to whom Certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber* Pilots—*continued.*

Names.	Ages.	Names.	Ages.	Service for which Licensed.
Cumpston, Charles Francis	30	Ingleby, John	63	
Carmichael, Joseph Andrew	46	Ibbetson, George	45	
Cawcutt, Fred	30	Jones, Robert Thomas	39	
Dossor, Frederick	55	Johnson, Charles	49	
Duncan, Joseph George	45	Johnson, George Thomas	35	
Dowse, Thomas Dandison	44	Joss, William	53	
Drury, William	44	Johnston, John Alexander	38	
Dennison, Thomas Stephenson	57	Johnson, Edward James	54	
Denby, William	38	Jordan, Henry	49	
Depledge, John William	34	Jewitt, Thomas	58	
Dyer, Thomas	57	Jarrett, John	65	
Duffill, Thomas William George	33	Jay, James Thomas	54	
Dimberline, William	45	Jones, Frederick William	34	
Dudgeon, Frank	28	Jones, George Henry	30	Into and out of the Port of Kingston-upon-Hull and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Eyre, Henry	41	Kitchman, William	58	
Eshelby, William Morley	38	Kendrick, Joseph	45	
Edwards, George	54	Kitwood, Thomas William	55	
Frank, Samuel	44	Kershaw, Frederick	41	
Ferris, Henry George	50	Lawson, Charles	40	
Foster, Edwin	36	Lawson, Robert	38	
Ford, Robert	27	Leach, George Clark	47	
French, William	48	Lee, Richard	34	
Forth, John Walter	48	Lee, George Henry	32	
Fulcher, Ernest Robert Chaplin	36	Leggott, George	55	
Gravell, William	64	Lea, Joseph	49	
Goodworth, Richard	35	Lister, Thomas Bolland	36	
Geert, Boerhave	33	Mason, Edward	40	
Gordon, Andrew	43	Mason, William	34	
Gill, George	35	Marler, George	42	
Grant, John	40	Moore, Charles	41	
Howlett, Edmund William	50	Moore, Thomas	54	
Harrison, Richard	60	Magee, William	38	
Helyer, Giles	40	Moore, George King	34	
Hudson, Charles Henry	36	Marshall, John	53	
Hayes, Richard	51	Moore, Robert	45	
Higgins, John	47	Michie, Charles	43	
Johnson, Edward James	56	Morley, John	52	

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Names of Pilots—Younger Brethren who are Branch Pilots—*continued.*

Port of Hull—*continued.*

Masters and Mates to whom Certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber* Pilots—*continued.*

Names.	Ages.	Names.	Ages.	Service for which Licensed.
Mellor, George Robert	32	Smith, Richard	36	Into and out of the Port of Kingston-upon-Hull and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Morgan, William	52	Sherwood, Charles	48	
Marshall, William Brocksopp	39	Standidge, William	48	
Martin, James	28	Sowden, William	49	
Maltby, Francis	46	Sturdy, George Birkett	34	
Mason, William	34	Soulsby, Frederick Richard	34	
Moore, Thomas Edward	34	Smith, Charles	49	
M'Cram, Robert Henry	41	Simmons, George Thomas	35	
M'Intosh, Robert	54	Torr, William Henry	38	
Neill, Robert Rowley	50	Tholander, Oscar	49	
Newlove, Francis	40	Thorpe, Henry Odavins	36	
Nelson, George Horatio	32	Thorpe, Charles Robinson	36	
Nichols, George	33	Taylor, Joseph Whalley	50	
Overlack, Adolph Wilhelm Carl Edward.	53	Turnbull, Robert Coulson	39	
		Thornton, Robert	55	
Oliver, Samuel Hackett	50	Thornhill, Charles Edward	44	
Owen, John	61	Tulley, Thomas	43	
Parkinson, Joseph	56	Thornham, George	54	
Pepper, George	42	Tether, Richard	67	
Penligen, William Henry	44	Turney, Thomas Gray	39	
Pearson, Arthur Henry	41	Usher, William Courdukes	40	
Pickering, George Edward	36	Usher, James Wood	36	
Potter, Richard	42	Van Borrendam, Cornelius Johannes.	53	
Pearse, Henry Wallace	41			
Redford, Edward Duncan	53	Vickerman, William	50	
Rockett, Henry	31	Wake, George Henry	39	
Raynor, John William	46	Watson, Robert	45	
Richardson, Robert Henry	29	Wing, Henry	39	
Roed, Richard Cammell	36	Wills, Jarvis William	50	
Rockett, William	36	Williams, Aubrey	38	
Rice, John	39	Webb, James	53	
Rowbottom, George	49	Wadsworth, Samuel	50	
Robson, Thomas Isaac	57	White, Henry	54	
Ribbons, Anthonie	31	Walters, Nathan	43	
Rowan, Thomas Henry	49	Wilkin, John	61	
Rusling, William Everatt	31	Wills, Joseph Henry	37	
Scott, James	37	Whitehead, Joshua Naylor	39	
Smith, Peter Leslie	42	Warrent, Charles Edwin	61	
Smith, Thomas	53	Wilkinson, William Robert	32	
Smith, Thomas John	42	Wilkinson, Thomas Matthew	65	
Stringer, John Todd	49	Woodhead, Robert	48	
Small, John	48	Ward, John Richard	45	
Snowden, James	67	Weddall, Edward	48	
Steel, James	33	Woodhead, Ernest William	33	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

PORT OF HULL—*continued.*

PILOTS appointed and licensed for *New Holland*, in the County of *Lincoln*.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Ashford, Joseph	37	Mindey, Edward	50	Into and out of New Holland, in the County of Lincoln, and upon any part of the River Humber, between New Holland aforesaid and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.
Blanshard, Walter Skelton	24	Marshall, Charles Alexander	32	
Bond, George	44	Mawer, William Henry	37	
Bond, Robert	40	Megginson, Thomas William	27	
Bond, John Henry	35	Nicholson, Robert	60	
Brown, John	37	Oleson, Edward	41	
Brighty, William	27	Pudney, John	50	
Burn, George Cook	35	Pearson, John	49	
Calvert, John	73	Parrott, Fred	31	
Clark, Edwin	59	Rea, John	64	
Carr, William	53	Roberts, Edwin	48	
Cross, Henry	46	Richardson, Robert	48	
Collinson, Andrew	35	Rainforth, Stephen	30	
Duncan, John William	34	Rainforth, Fred	38	
Edmondson, John Taylor	29	Rea, George Alfred	33	
Frazer, Robert William	44	Sampson, William	50	
Good, Thomas William	50	Stocks, Frederick	43	
Godfrey, John Samuel	44	Spence, James Thomas	55	
Hume, William	59	Stanford, George William	56	
Hamilton, Robert	38	Stocks, Thomas	39	
Harrison, Walter	36	Smith, William Bonner	35	
Harvey, Edward Morey	34	Stubbs, William Henry	32	
Harrison, Charles Howell	29	Sykes, John	37	
Ives, Albert Edward Bloom	31	Shores, Thomas Waite	29	
Jones, William David	39	Todd, James Dawson	31	
Jordan, John William	45	Thompson, Charles	33	
Jenkinson, Stanley James	30	Waddington, George	35	
Kerridge, James William	26	Wilkin, John	59	
Liversedge, William	60	White, Charles William	45	
Lofley, John William	47	Wilson, Thomas Henry	39	
Lewis, William Robert	38	White, George Henry	43	
Lee, William Robert	30	Ward, Edward Peaker	31	
Lee, Albert	34	Wilkin, Charles Edwin	28	

MASTERS to whom Certificates have been granted for *New Holland*, in the County of *Lincoln*, to pilot the Vessels of which they are respectively the Masters, under the Act 17 & 18 Vict. c. 104.

NAMES.	Ages.	Service for which Licensed.
Fulstow, George	49	Into and out of New Holland, in the County of Lincoln, and upon any part of the River Humber between New Holland aforesaid and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.
Houghton, Joseph	56	
Rushforth, Joseph	64	
Taylor, Joseph	45	
Wells, Richmond	42	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS—Younger Brethren who are Branch Pilots—*continued.*

PORT OF HULL—*continued.*

MASTERS to whom Certificates have been granted for *Great Grimsby*, in the County of *Lincoln*, to pilot the Vessels of which they are respectively the Masters, under the Act 17 & 18 Vict. c. 104.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Butts, Thomas	63	Howell, William	48	Into and out of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said port, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Birkwood, Henry	35	Jowers, Joseph	57	
Brown, Frederick	44	Knox, Arthur Samuel	35	
Bacon, Joseph	45	Kitchman, William	58	
Corner, William James	51	Lee, Tom	40	
Collins, James	44	Miller, Samuel	52	
Deraison, Michael	43	Miller, Charles Augustus	53	
Godard, Francois	45	Morris, George Henry	27	
Green, Thomas William	51	Naylor, James	54	
Guihomat, Victor Francois	36	Osborn, George	39	
Guyodo, Clement Marie	36	Petterson, John	58	
Hollingsworth, Joseph	58	Rutter, Edward	61	
Hollingsworth, Alfred	47	Vasselin, Georges Paul	35	
Hammond, James	36	Watts, Frederick Gibson	32	
Hicks, Richard	47	Whiten, Isaac	39	

MASTERS to whom a Certificate has been granted for the Port of *Kingston-upon-Hull*, and for the Port of *Great Grimsby*, in the County of *Lincoln*, to pilot the Vessel of which they are respectively the Masters, under the Act 17 & 18 Vict. c. 104.

NAMES.	Ages.	Service for which Licensed.
Grice, Benjamin John	47	Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber between the said Port of Kingston-upon-Hull and the said Port of Great Grimsby.
Jackson, Joseph	57	

RATES of PILOTAGE.

See also pages 19, 21, 25, and 36-39 of Parl. Paper, No. 154 of 1889.

RATES of PILOTAGE and BYE-LAWS made and established by the Corporation of the Guild or Brotherhood of Masters and Pilots Seamen of the Trinity House in Kingston-upon-Hull for the better Regulation of the Pilots and Pilotage of the Port of *Wisbech*.

RATES of PILOTAGE for the Port of *Wisbech* (Barges and Lighters excepted).

From or To	To or From	Vessels drawing less than Twelve Feet Water	All other Vessels
The Roaring Middle Buoy	The Lower Roads at Sea	2*s.* 6*d.* per foot	2*s.* 6*d.* per foot.
The Lower Roads at Sea	Wisbech Town	2*s.* 10*d.* „	3*s.* 1*d.* „
	Sutton Bridge otherwise Cross Keys Bridge.	2*s.* „	2*s.* 6*d.* „
Sutton Bridge, otherwise Cross Keys Bridge.	Wisbech Town	1*s.* 4*d.* „	1*s.* 4*d.* „

For a fractional part of a foot, such fractional part being not less than half a foot, a proportionate rate.

No ship or vessel to pay for less than six feet, although drawing less than six feet.

The rate for piloting from or to any intermediate place between the Roaring Middle Buoy and the Lower Roads at Sea, or between the Lower Roads at Sea and Sutton Bridge, otherwise called the Cross Keys Bridge, is the same as for the full distance, between those places respectively.

Exemptions.

Vessels employed in the regular coasting trade of the Kingdom.

Vessels wholly laden with stone from Guernsey, Jersey, Alderney, Sark, or Man, and being the production thereof.

Vessels not exceeding the burthen of 60 tons.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

Bye-Laws.

1. A pilot master shall be appointed by and during the pleasure of the Sub-Commissioners to direct the pilots to take their respective turns in piloting ships and vessels inwards and outwards, the times at, order and numbers in, and distances to which they shall go, and to regulate their conduct generally.

2. The pilots shall, in all things relating to the performance of their various duties, submit to the direction and management, and strictly conform to the instructions of the pilot master.

3. The pilots shall take charge of vessels into and out of the Port and Harbour of Wisbech and the waters thereof, and from the town of Wisbech through the Cross Keys Bridge to the Lower Roads at Sea, outwards, and from the said Lower Roads at Sea through the Cross Keys Bridge to the said Town of Wisbech, inwards, and from and to all intermediate places between the said Town and the said Lower Roads, and also (if and when required by the master of the vessel) from the said Lower Roads to and across the Bar, and to the Roaring Middle Buoy, outwards ; and from the Roaring Middle Buoy to and across the Bar and to the said Lower Roads, inwards ; and from and to all intermediate places between the said Lower Roads and the Roaring Middle Buoy ; and each ship or vessel shall be brought up from the Eye or from the said Lower Roads, or from any place between the said Lower Roads and the Roaring Middle Buoy, if required, by the pilots in their regular turns in the order and succession in which each vessel shall have passed or shall pass the Bar Buoy (if brought up from below the Lower Roads) or the West Mark Knock Beacon (if brought up from the Eye or the Lower Roads), and not otherwise unless by the consent of the master or owner of the vessel which shall have previously arrived at the Bar Buoy or West Mark Knock Beacon (as the case may be), or for want of water.

4. Every pilot shall use his utmost care and diligence to conduct vessels under his charge safely and without damage to other vessels, and shall behave himself with strict sobriety and with due respect towards the owners, masters and officers of vessels in his charge.

5. The pilot shall without delay report any accident occurring to any vessel in his charge to the pilot master, who shall report the same in writing to the Sub-Commissioners, together with any particulars or explanation with regard thereto.

6. Every pilot shall always on arrival at Sutton Bridge or Wisbech report immediately to the pilot master at Sutton Bridge and to the harbour master at Wisbech of what ship he has been on board and where he has left her.

7. If any pilot shall, by accident or otherwise, lay any ship aground which he shall have in charge, such pilot shall not of his own accord under any pretence whatever leave the ship until she shall be afloat and in safety.

8. The pilots shall (when required by the pilot master) attend every day at the pilot office when not employed in piloting from the beginning of flood until high water, and at other times of the day (if required by the pilot master) to receive his orders and directions.

9. No pilot who shall have the charge of any ship or vessel lying in the Roads, or at any place between the Roads and the town of Wisbech or between the Roads and the Roaring Middle Buoy, either inward or outward bound, shall leave such ship or vessel and go on shore without first obtaining permission from the master of such ship or vessel.

10. Ships or vessels delivering at or loading from the Eye shall pay the same rate of pilotage as vessels from the Eye to and through the Cross Keys Bridge, but pilots shall take charge of such ships or vessels to the Lower Roads or Bar Buoy or Roaring Middle Buoy, if required.

11. Pilots taking charge of letters shall deliver the same to the master or other proper persons on board ships or vessels on their arrival in the Eye.

12. The pilots shall make report to the pilot master of any buoy or beacon misplaced or lost, and shall also in equal numbers and by equal terms, under the directions of the pilot master, assist in laying the buoys, setting the beacons and shifting the same in the Channel, and shall also in regular turns hang out night lights and do all other matters and things necessary to be done by the pilots under the direction and according to the orders of the master pilot or of the Sub-Commissioners.

13. All the pilots shall observe particularly any alteration which may take place in the Channel, and report from time to time such alteration to the pilot master.

14. Every pilot shall immediately after the receipt by him of any pilotage money pay the same over and render a true account thereof to the pilot master, or other person appointed for that purpose, at the pilot office, and enter in the proper and usual book the name of the vessel piloted, and of the master thereof, the draft of water of such vessel, and the sum received by him, with such other particulars as the pilot master or such other person shall require, and in no case shall a pilot be allowed to take charge of a vessel on his own account without the special consent and direction of the pilot master.

15. The pilot master and the several pilots shall keep and duly enter up proper books of account of pilotage as and when received by them respectively, and shall attend the Sub-Commissioners upon the summons of any two or more of them, or of their secretary, and shall produce their books and accounts when thereto required by the Sub-Commissioners.

16. The compensation or reward which the pilots may merit for extra service or assistance to vessels in distress or in perilous situation shall be referred by them to the Sub-Commissioners, whose determination shall be final.

17. Every pilot shall attend on board the pilot sloop (if there be one) at such times as shall be appointed by the pilot master, unless prevented by illness or other cause to be allowed by the pilot master.

18. The pilot master shall not excuse any pilot from the exercise of any duty unless on account of illness duly certified in writing under the hand of some known physician, surgeon, or apothecary, or for other sufficient cause, at the discretion of the pilot master.

19. Each pilot shall be allowed leave of absence for a fortnight in all in every year at the discretion of the pilot master as to time, such leave not to be granted between the 1st of April and the 31st of October, unless under special circumstances other than illness ; and any pilot having leave granted under such special circumstances shall pay to the earnings account 3*s.* 6*d.* per day during his absence. Nevertheless the pilot master shall be authorised to give leave to any pilot if and when he shall deem it expedient to employ himself in fishing, or in any other approved manner, between the 1st of November and the following 31st of March.

20. In all cases of breach of any of the foregoing bye-laws the Sub-Commissioners may at their discretion impose such penalty, not exceeding 10*l.*, as in their opinion the case may require. All pecuniary fines and penalties may be appropriated by the Sub-Commissioners to such pilotage purposes as to them may seem best.

21. Every pilot who shall offend against any of the foregoing bye-laws shall for every such offence (whether the same shall subject him to any pecuniary penalty or not), and in addition to such penalty (if any) be liable to have his licence cancelled or suspended at the discretion of the Sub-Commissioners.

22. Besides conforming himself strictly to these bye-laws every pilot shall observe and obey the enactments and provisions relating to pilots contained in Part V. of the Merchant Shipping Act, 1854 (a copy of which part of such Act has been delivered to him), and also the provisions of any general Act of Parliament now in force, or hereafter to be passed, relating to pilotage or pilotage dues, and in the event of non observance or disobedience will subject himself to the penalties thereby provided.

23. All complaints against any of the pilots or against any master of any vessel shall be made in writing and signed by the person complaining and delivered to the pilot master or to one of the Sub-Commissioners or their secretary.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL—*continued.*

BYE-LAWS and RATES of PILOTAGE made and established by the Corporation of the Guild or Brotherhood of Masters and Pilots Seamen of the Trinity House in Kingston-upon-Hull for the better Regulation of the Pilots and Pilotage of the Ports of *Kingston-upon-Hull* and *Great Grimsby.*

1. In lieu of the rates and other remuneration heretofore received by the Humber Pilots for the piloting or conducting of ships and vessels, the undermentioned rates and other remuneration shall in future be demanded and received by them.

2. The undermentioned rates and other remuneration shall be subject to quinquennial revision, the first revision to be made at the end of five years from the date of the Order in Council confirming these bye-laws; and until such revision shall be established and confirmed by Order in Council the undermentioned rates (or the revised rates or remuneration as the case may be) shall continue in force.

RATES of PILOTAGE.

Inward.

From	To	Rate per Foot. £. s. d.
The distance at sea where the Outer Banks Buoy bears south-south-east-½-east to the southward of Kilnsea Beacon	Hawke Roads or Grimsby Roads	– 2 6
The distance at sea where the Spurn Light Ship bears south by west-¾-west to the southward of the Outer Banks Buoy	Grimsby Docks	– 3 6
The distance at sea where the Sand Haile Buoy bears south-west by south to the southward of the Spurn Light Ship	Whitebooth Roads	– 3 6
The distance at sea where Donna Nook bears south-west-⅓-west to the southward of the Sand Haile Buoy	The Port of Kingston-upon-Hull	– 4 6

Outward.

To	From	Rate per Foot. £. s. d.
The distance at sea where the Outer Banks Buoy bears south-south-east-½-east to the southward of Kilnsea Beacon	Hawke Roads or Grimsby Roads	– 2 –
The distance at sea where the Spurn Light Ship bears south by west-¾-west to the southward of the Outer Banks Buoy	Grimsby Docks	– 3 –
The distance at sea where the Sand Haile Buoy bears south-west by south to the southward of the Spurn Light Ship	Whitebooth Roads	– 3 6
The distance at sea where Donna Nook bears south-west-⅓-west to the southward of the Sand Haile Buoy	The Port of Kingston-upon-Hull	– 4 –

Inward or Outward.

From or To	To or From	Rate per Foot. £. s. d.
The westward of the above limits to Spurn High Lighthouse bearing north east	Hawke Roads or Grimsby Roads	– 1 2
	Grimsby Docks	– 2 2
	Whitebooth Roads	– 2 4
	The Port of Kingston-upon-Hull	– 3 6
Grimsby Docks	The Port of Kingston-upon-Hull	– 3 6
The Hawke Roads	Grimsby Docks	– 1 6
The Hawke Roads, the Buoy of the Burcome or Grimsby Roads	Whitebooth Roads	– 1 6
	The Port of Kingston-upon-Hull	– 2 6
The Buoy of the Burcome or Grimsby Roads	Grimsby Docks	– 1 –
Whitebooth Roads	The Port of Kingston-upon-Hull	– 1 6
Any Dock or Slip in the Port of Kingston-upon-Hull or at New Holland	Any Dock or Slip in the Port of Kingston-upon-Hull:	
	Under 300 tons net register	– 7 6
	„ 1,000 „	– 10 6
	„ 1,500 „	– 15 –
	„ 2,000 „	1 – –
	Over 2,000 „	1 5 –

Ships and vessels inward bound in ballast to pay only two-thirds of the above rates.

Ships and vessels employed in the coasting trade to pay inward to Grimsby Docks 1*s.* 9*d.* per foot, and to the port of Kingston-upon-Hull 2*s.* 6*d.* per foot, and outward from Grimsby Docks 1*s.* 6*d.* per foot, and from Kingston-upon-Hull 2*s.* per foot.

For the fractional part of a foot, such fractional part being not less than half a foot, a proportionate rate.

For intermediate distances, a proportionate rate.

Ships and vessels drawing less than six feet of water to pay for six feet.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

AMOUNT received for Pilotage of Vessels into the Port of *Hull* between the 1st January 1893 and the Date when the New Rature came into operation.

PORT OF HULL.—(1.) INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to Hawke Roads or Grimsby Roads -	1	1 - 8	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 - 8
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Port of Kingston-upon-Hull -	89	129 8 9	6	8 16 3	427	1,607 9 7	32	53 18 3	-	- - -	-	- - -	609	2,667 7 5	24	40 14 4	1,187	3,907 14 7
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Port of Kingston-upon-Hull - - - - -	-	- - -	-	- - -	5	17 1 6	2	2 14 8	-	- - -	-	- - -	4	14 6 -	1	1 6 8	12	35 8 10
From the Spurn High Lighthouse bearing north-east to the Port of Kingston-upon-Hull	4	3 14 2	3	2 19 11	13	36 14 2	-	- - -	-	- - -	-	- - -	1	2 3 9	-	- - -	21	45 12 -
From the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads, to the Port of Kingston-upon-Hull - - -	-	- - -	-	- - -	4	6 17 2	-	- - -	-	- - -	-	- - -	6	9 12 6		- - -	10	16 9 8
Tidesworks, Attendances, &c. - - - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	127 5 3
Total - - -	94	134 3 7	9	11 16 2	449	1,668 2 5	34	56 12 11	-	- - -	-	- - -	620	2,093 9 8	25	42 1 -	1,231	4,133 11 -

Vessels changing at Hull for Ports and Places above Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots -	167	482 1 8

PORT OF GRIMSBY.—(1.) INWARDS.

From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Grimsby Docks - - - -	4	4 - -	4	2 2 1	69	204 13 -	39	48 8 4	-	- - -	-	- - -	295	737 6 3	53	68 7 4	464	1,064 17 -
From the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber to the eastward of the Point where the Spurn High Lighthouse bears north-east, to the Grimsby Docks - - - -	-	- - -	-	- - -	7	13 3 9	1	- 17 6	-	- - -	-	- - -	2	4 5 -	1	- 18 4	11	19 4 7
From the Spurn High Lighthouse bearing north - east to the Grimsby Docks - -	4	2 9 9	-	- - -	1	1 13 7	-	- - -	-	- - -	-	- - -	2	2 6 7	1	- 13 6	8	7 3 5
Tidesworks, Attendances, &c. - - - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	25 19 -
Total - - -	8	6 9 9	4	2 2 1	77	219 10 4	40	49 5 10	-	- - -	-	- - -	299	743 17 10	55	69 19 2	483	1,117 4 -

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL—*continued.*

AMOUNT received for PILOTAGE of VESSELS out of the Port of *Hull* between the 1st January 1893 and the Date when the New Rature came into operation.

PORT OF HULL.—(2.) OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
From Hawke Roads, or Grimsby Roads, to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff -	-	- - -	-	- - -	5	7 - -	1	- 17 6	-	- - -	-	- - -	2	3 7 -	1	- 18 4	9	12 2 10
From the Port of Kingston-upon-Hull to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber - - -	65	80 17 -	11	12 14 6	192	656 2 6	289	460 2 3	13	15 16 -	-	- - -	343	997 18 6	209	286 15 8	1,122	2,510 6 5
From New Holland to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	16	40 19 -	2	2 10 8	18	43 9 8
From the Port of Kingston-upon-Hull to the Spurn High Lighthouse bearing north-east -	1	- 12 9	-	- - -	3	5 3 10	15	22 5 10	-	- - -	-	- - -	1	1 10 -	36	41 11 2	56	71 3 7
Tidesworks, Attendances, &c. - - - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	15 17 6
TOTAL - - -	66	81 9 9	11	12 14 6	200	668 6 4	305	483 5 7	13	15 16 -	-	- - -	362	1,043 14 6	248	331 15 10	1,205	2,653 - -

Vessels from Ports and Places above Hull changing at Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots -	155	288 18 -

PORT OF GRIMSBY.—(2.) OUTWARDS.

From the Grimsby Docks to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber -	4	2 17 9	13	5 - 6	60	157 14 9	37	50 8 -	-	- - -	-	- - -	253	576 12 -	131	160 7 2	498	953 - 2
Tidesworks, Attendances, &c. - - - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	1 16 -
TOTAL - - -	4	2 17 9	13	5 - 6	60	157 14 9	37	50 8 -	-	- - -	-	- - -	253	576 12 -	131	160 7 2	498	954 16 2

Corporation of Trinity House of Kingseon-upon-Hull—*continued.*

Port of Hull—*continued.*

AMOUNT received for Pilotage of Vessels into the Port of *Hull* between the Date when the New Rature came into operation and the 31st December 1893.

PORT OF HULL.—(1.) INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Haile Buoy, to Hawke Roads, or Grimsby Roads	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	1 – –	1	1 – –
From the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Haile Buoy, to the Port of Kingston-upon-Hull	163	299 14 10	3	2 18 7	237	997 2 7	10	20 3 6	–	– – –	–	– – –	274	853 19 –	12	19 – 3	699	2,192 18 9
From the westward of the above limits to Spurn High Lighthouse bearing north-east, to the Port of Kingston-upon-Hull	–	– – –	–	– – –	15	47 14 11	–	– – –	–	– – –	–	– – –	7	17 6 6	–	– – –	22	65 1 5
From Grimsby Docks, to the Port of Kingston-upon-Hull	–	– – –	–	– – –	3	7 8 9	–	– – –	–	– – –	–	– – –	1	1 8 –	–	– – –	4	8 16 9
From the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads, to the Port of Kingston-upon-Hull	–	– – –	–	– – –	3	5 12 6	–	– – –	–	– – –	–	– – –	22	34 5 –	2	2 2 6	27	42 – –
From any Dock or Slip in the Port of Kingston-upon-Hull, or at New Holland, to any Dock or Slip in the Port of Kingston-upon-Hull	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	37 – –
Tidesworks, Attendances, &c.	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	8 12 6
Total	163	299 14 10	3	2 18 7	258	1,057 18 9	10	20 3 6	–	– – –	–	– – –	304	906 18 6	15	22 2 9	753	2,355 9 5

Vessels changing at Hull for Ports and Places above Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots	82	211 3 –

PORT OF GRIMSBY.—(1.) INWARDS.

From the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Haile Buoy, to the Grimsby Docks	59	71 6 11	–	– – –	36	104 16 6	6	6 16 6	10	12 7 –	1	– 13 2	166	420 12 3	31	40 – 4	309	656 12 8
From the westward of the above limits, to Spurn High Lighthouse, bearing north-east to the Grimsby Docks	–	– – –	–	– – –	4	7 7 3	4	3 16 4	–	– – –	–	– – –	15	22 – 8	1	– 14 3	24	33 18 6
From the Hawke Roads to the Grimsby Docks	–	– – –	–	– – –	–	– – –	1	– 9 6	–	– – –	–	– – –	4	4 6 1	–	– – –	5	4 15 7
From the Buoy of the Burcome, or Grimsby Roads, to the Grimsby Docks	–	– – –	–	– – –	10	7 8 7	–	– – –	–	– – –	–	– – –	16	11 5 3	–	– – –	26	18 13 10
Tidesworks, Attendances, &c.	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	19 7 –
Total	59	71 6 11	–	– – –	50	119 12 4	11	11 2 4	10	12 7 –	1	– 13 2	201	458 4 3	32	40 14 7	364	733 7 7

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL—*continued.*

AMOUNT received for PILOTAGE of VESSELS into the Port of *Hull* between the Date when the New Rature came into operation and the 31st December 1893.

PORT OF HULL.—(2.) OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hawke Roads, or Grimsby Roads, to the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Haile Buoy	–	– –	–	– –	–	– –	–	– –		– –	–	– –	–	– –	1	– 12 –	1	– 12 –
From the Port of Kingston-upon-Hull to the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Haile Buoy – – – –	8	10 13 –	128	140 10 –	41	159 3 3	200	477 3 1	8	7 9 –	–	–	104	308 16 –	220	454 10 8	709	1,558 5 –
From the Port of Kingston-upon-Hull to Grimsby Dock – –	–	– –	–	– –	2	5 6 9	3	6 6 –	–	– –	–	– –	1	2 2 –	6	10 3 –	12	23 17 9
Tidesworks, Attendances, &c. – – – –	–	– –	–	– –	–	– –	–	– –	–	– –	–	– –	–	– –	–	– –	–	27 8 –
TOTAL – –	8	10 13 –	128	140 10 –	43	164 10 –	203	483 9 1	8	7 9 –	–	– –	105	310 18 –	227	465 5 8	722	1,610 2 9

Vessels changing at Hull for Ports and Places above Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots –	75	140 16 –

PORT OF GRIMSBY.—(2.) OUTWARDS.

From Grimsby Docks to the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Haile Buoy – – – –	12	10 7 –	41	30 11 3	15	34 14 6	34	55 6 8	1	– 15 –	3	2 4 3	115	240 18 –	103	155 11 8	324	530 8 4
From Grimsby Docks to the Spurn High Lighthouse, bearing north-east, or any point westward of the above limits, and between such limits, and Spurn High Lighthouse, bearing north-east – – – –	–	– –	–	– –	5	8 18 –	2	2 7 6	–	– –	–	– –	3	4 1 –	–	– –	10	15 6 6
Tidesworks, Attendances, &c. – – – –	–	– –	–	– –	–	– –	–	– –	–	– –	–	– –	–	– –	–	– –	–	3 19 6
TOTAL – – –	12	10 7 –	41	30 11 3	20	43 12 6	36	57 14 2	1	– 15 –	3	2 4 3	118	244 19 –	103	155 11 8	334	549 14 4

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

GOOLE.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Goole - -	261	259 3 7	62	76 5 8	129	157 13 11	452	493 3 2

(2.)—OUTWARDS.

From Goole to Hull Roads - -	284	295 7 8	52	52 19 9	108	112 19 9	444	461 7 2

GAINSBOROUGH.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Gainsborough - - -	6	7 7 –	–	- - -	6	7 7 –

(2.)—OUTWARDS.

From Gainsborough to Hull Roads - - -	6	6 3 8	–	- - -	6	6 3 8

WISBECH.

AMOUNT received for PILOTAGE of VESSELS between the 31st day of December 1892, and the Date when the New Rature came into operation.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From the Lower Roads at Sea to Wisbech - -	2	2 12 5	–	- - -	2	2 12 5

(2.)—OUTWARDS.

From the Cross Keys Bridge to the Lower Roads at Sea - - - - - - - - - -	1	– 11 3	–	- - - -	1	– 11 3
From Wisbech to the Lower Roads at Sea - -	2	2 13 10	1	1 6 11	3	4 – 9
TOTAL - - -	3	3 5 1	1	1 6 11	4	4 12 –

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—WISBECH—*continued.*

AMOUNT received for PILOTAGE of VESSELS between the Date when the New Rature came into operation and the 31st day of December 1893.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From the Roaring Middle Buoy to the Lower Roads at Sea	21	37 13 9	6	10 13 9	27	48 7 6
From the Lower Roads at Sea to Wisbech Town	63	114 3 11	38	70 5 6½	101	184 9 5½
From the Lower Roads at Sea to Sutton Bridge, otherwise Cross Keys Bridge	28	28 17 10½	10	19 1 6	38	47 19 4½
From Sutton Bridge, otherwise Cross Keys Bridge, to Wisbech Town	1	– 12 8	–	- - -	1	– 12 8
TOTAL	113	181 8 2½	54	100 – 9½	167	281 9 –

(2.)—OUTWARDS.

From the Lower Roads at Sea to the Roaring Middle Buoy	31	40 15 –	5	6 5 –	36	47 – –
From Wisbech Town to the Lower Roads at Sea	60	84 12 10	38	59 2 7	98	143 15 5
From Sutton Bridge, otherwise Cross Keys Bridge, to the Lower Roads at Sea	15	14 – –	9	10 2 –	24	24 2 –
From Wisbech Town to Sutton Bridge, otherwise Cross Keys Bridge	1	– 9 4	–	- - -	1	– 9 4
TOTAL	107	139 17 2	52	75 9 7	159	215 6 9

SPALDING.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Welland Setway to Fosdyke Bridge	94	46 17 1½	4	3 8 9	98	50 5 10½

(2.)—OUTWARDS.

From Fosdyke Bridge to Welland Setway	11	5 8 6	4	2 8 9	15	7 17 3

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

RIVER HUMBER.

AMOUNT received for PILOTAGE of VESSELS in 1893.

TO THE HUMBER AND ALONG THE EAST COAST.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Winterton Ness to the Lower Roads of Lynn	1	3 4 -	-	- - -	-	- - -	1	3 4 -
Intermediate distances within the limits mentioned	1	1 17 6	-	- - -	-	- - -	1	1 17 6
TOTAL - - -	2	5 1 6	-	- - -	-	- - -	2	5 1 6

FROM THE HUMBER AND ALONG THE EAST COAST.

From the Humber to the Downs - - - - -	-	- -	70	439 12 7	20	137 3 6	90	576 16 1
From the Humber to the Nore - - - - -	-	- -	3	14 14 4	-	- -	3	14 14 4
From the Humber, or the Northness of Dimlington, bearing west, to Boston Deeps.	-	- -	2	8 6 6	9	53 - -	11	61 6 6
From the Humber, or the Northness of Dimlington, bearing west, to Lynn Deeps.	-	- -	1	7 - -	9	53 8 -	10	60 8 -
From the Humber, or the Northness of Dimlington, bearing west, to Blakeney.	-	- -	1	4 12 -	-	- -	1	4 12 -
From the Humber to Stockton - - - - -	-	- -	1	2 18 6	-	- -	1	2 18 6
From the Humber to Shields - - - - - -	-	- -	3	10 16 -	-	- -	3	10 16 -
From Sutton to Boston Deeps - - - - -	1	1 12 6	1	7 14 -	1	3 10 -	3	12 16 6
From Sutton to Lynn Deeps - - - - - -	-	- -	4	25 10 -	3	12 5 -	7	37 15 -
From Skegness to Boston Deeps - - - - -	-	- -	6	30 11 6	4	20 14 6	10	51 6 -
From Skegness to Lynn Deeps - - - - -	1	2 10 -	7	38 14 -	8	28 10 -	16	69 14 -
From Lower Roads of Lynn to Winterton Ness -	1	3 4 -	-	- - -	-	- - -	1	3 4 -
From Northness of Dimlington, bearing west, to Wisbech Eye.	-	- -	1	5 12 -	3	16 8 -	4	22 - -
Intermediate distances within the limits above mentioned.	9	22 3 3	17	41 17 6	17	39 12 3	43	103 13 -
TOTAL - - -	12	29 9 9	117	637 18 11	74	364 11 3	203	1,031 19 11

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by the Commissioners acting under the *Humber* Pilot Act in respect of PILOTS and PILOTAGE in the Year 1893.

PILOTAGE ACCOUNTS for the Year ended 31st December 1893.

Dr.

Year ending 31st Dec. 1892.		£. s. d.	TOTAL. £. s. d.
	To Balance undivided, 31st December 1892, viz. :—		
	Pilotage in Suspense	193 18 5*	
	Excess contributions by pilots and cutters in 1892, to superannuated pilots and widows	133 19 9½	
	Balance of letter money undivided	– 5 8	
		328 3 10½	
– 3 2	*Less*,—Pilotage overdivided, 31st December 1892	– 8 7	
			327 15 3½
	To Pilotage :	£. s. d.	
6,918 10 6	Hull—Inward	5,622 18 –	
4,756 – 2	„ Outward	3,758 – 1	
		9,380 18 1	
1,973 11 6	Grimsby—Inward	1,850 11 7	
1,902 14 8	„ Outward	1,514 18 4	
		3,365 9 11	
772 19 8	Goole—Inward	693 4 8	
516 18 8	„ Outward	429 14 –	
		1,122 18 8	
205 1 11	Tideswork—Inward	172 17 9	
49 7 5	„ Outward	43 5 6	
		216 3 3	
193 18 5	Pilotage in suspense.		
			14,085 9 11
105 10 –	To letter money		92 18 3

	INWARD. £. s. d.	OUTWARD. £. s. d.
Hull	5,622 18 –	3,758 – 1
Goole	693 4 8	429 14 –
Sundries	172 17 9	43 5 6
£.	6,489 – 5	4,230 19 7
Add,—In suspense, 1892 ; paid 1893		21 15 4*
£.		4,252 14 11

	To Balance down, viz :—		
	Pilotage in suspense	172 3 1*	
	Pilotage undivided	1 4 5	
	Letter money	– 7 8	
	£.	173 15 2	
17,394 16 1		£.	14,506 3 5½

Cr.

Year ending 31st Dec. 1892.		£. s. d.	TOTAL. £. s. d.
	By Accumulated Fund :		
	Transfer to that account for deficiency in Commissioners' income for the year 1891, taken out of pilots' and cutters' excess contributions for 1892, per resolution of Commissioners, 9th March 1893		50 8 6
	By Pilots and Cutters :	£. s. d.	
13,708 5 4	Pilots	11,263 – 8	
1,418 2 10	Cutters	1,207 15 3	
			12,470 15 11
	By Apprentices :		
333 18 3	Salaries and board wages	316 5 8	
246 7 4	Victuals	230 18 9½	
10 – –	Medical attendance	6 4 –	
			553 8 5½
	By Sundries :		
60 12 10	Boat and tug hire	57 11 3	
69 15 4	Railway and packet fares	62 10 6	
4 6 8	Receipt stamps	4 4 6	
	Advising vessels from Goole	8 9 5	
– 13 11	Pilot flags, repairs, gangway rail, &c.	3 1 4	
			135 17 –
	By Collectors' Commission, viz. :		
96 18 4	Grimsby	84 2 11	
32 7 –	Goole	28 3 6	
6 6 10	Ditto, incidentals	2 8 –	
			114 14 5
	By Pilots' and Cutters' Contributions to Superannuated Pilots and Widows, viz. :		
	Pilotage (4 per cent. on 14,985*l.* 9*s.* 11*d.*)	563 11 3	
	Pilotage in suspense (4 per cent. on 21*l.* 15*s.* 4*d.*)	– 17 5	
		564 8 8	
	Pilots' contributions	509 17 –	
549 16 3½	Cutters' contributions	54 11 8	
			564 8 8
	By Pilots and Cutters for Letter Money :		
94 2 7	Pilots	82 14 2	
8 11 6	Cutters	7 15 9	
			90 9 11
	By Office Commission :		
246 15 4	Inward	208 11 7	
177 7 9	Outward	141 7 6	
2 12 8	Letter money	2 6 4	
			352 5 5
327 15 3½	By Balance carried down		173 15 2
£.		£.	14,506 3 5½

COMMISSIONERS' FUND ACCOUNT for the Year ending 31st December 1893.

INCOME.

Year ending 31st Dec. 1892.	*Dr.*	£. s. d.	£. s. d.	£. s. d.
£. s. d.				
	To Commission received on—			
246 15 4	Pilotage—Inward	208 11 7		
177 7 9	„ Outward	141 7 6		
			349 19 1	
2 12 8	Letter Money		2 6 4	
				352 5 5
235 3 –	To Receipts for pilots' licences			236 5 –
105 – –	To Hull Trinity House, for proportion of fees for the year 1892			52 10 –
16 5 –	To Penalties on vessels			6 2 –
1 – –	To Fine from pilot			2 – –
– 1 –	To Sufferance rent of window light			– 1 –
	To Ballast Account :		£. s. d.	
2 17 6	Fines received on ballast returned : 524 tons at 3*d.*		6 11 –	
21 5 –	Demurrage		7 15 –	
	Labourage		1 2 7	
	Amount received for re-weighing lighters		200 14 –	
10 14 –	Entry fees : 345 at 1*s.*		17 5 –	
5 15 –	Fees on inspection of lighters : 44 at 2*s.* 6*d.*		5 10 –	
– 12 6	Fee on lighter transferred		– 2 6	
22 1 5	Ballast inspector's fees : 52,772 at ½*d.*		109 18 10	
80 5 6	Profit charged on ballast : 52,772 at ½*d.*		109 18 10	
3 3 2½	Surplus ballast : 4 tons at 1*s.* 8½*d.*		– 6 10	
				459 4 7
	To Income from Accumulated Fund :	£. s. d.	£. s. d.	
	Income from "Gertrude" to October 1893	– – –	155 6 2	
	Less,—Expenses	84 7 3		
28 5 9	Depreciation at 5 per cent.; half year to 30th June 1893	13 11 10		
			97 13 1	
				57 7 1
	Income from "Camilla"	– – –	344 9 –	
	Less, Expenses	268 10 2		
77 8 8	Depreciation at 5 per cent. for year 1893	63 17 8		
			312 7 10	
				32 1 2
1,056 14 3½	Income from "Draccena"	– – –	208 18 4	
	Less,—Expenses	122 13 9		
	Depreciation at 5 per cent. for year 1893	46 12 6		
			169 6 3	
7 10 2	Loss from "Draccena,"		39 7 1	
1,019 4 1½				
23 8 –	Income from Hull Corporation Stock, one year's dividend on 600*l.*, at 4 per cent.		23 6 –	
				152 1 4
5 2 4	Bank interest.			
1,077 14 5½			£.	1,260 9 4
326 13 5½	To Balance brought forward			146 12 5
	To pilots and cutters, contributions to superannuated pilots and widows, viz. : 1 per cent. on 11,107*l.* 8*s.* 3*d.* :		£. s. d.	
849 16 3½	Pilots		509 17 –	
	Cutters		84 11 8	
				594 8 8
	To Balance carried down			139 13 5
876 9 9			£.	880 14 6

Year ending 31st Dec. 1892.	EXPENDITURE.	£. s. d.	£. s. d.
£. s. d.	*Cr.*		
	By Salaries and office cleaning	391 15 2	
389 – –	*Less,* Charged to Ballast Account for ballast master's salary	30 – –	
			361 15 2
	By Solicitors' charges, *re* New Pilotage Rates	116 3 6	
80 3 1	By General business	54 2 6	
			170 6 –
21 – –	By Auditors' fee		21 – –
12 12 –	By Accountants' charges		10 10 –
30 2 8	By Rates and taxes		35 7 8
11 19 11	By Coals, gas, and firewood		13 – 3
29 19 9	By Repairs and renewal to house and office		46 5 9
99 18 8	By Sundries, including stationery, printing, stamps, &c.		97 17 2
	By Commission, less interest on Banking Account		1 12 6
– 1 –	By Sufferance rent of chimney stay		– 1 –
	By Ballast Account :	£. s. d.	
2 17 6	Fines paid lightermen	6 11 –	
21 5 –	Demurrage	7 15 –	
	Labourage paid	1 2 7	
	Amount paid for weighing ballast lighters, including 2*l.* 15*s.* 11*d.* office charge	200 14 –	
22 1 5	Fees paid ballast inspector	109 18 10	
30 – –	Salary of ballast master credited to Salaries Account	30 – –	
			356 1 5
326 13 5½	By Balance carried forward		146 12 5
		£.	1,260 9 4
	By Allowances to superannuated pilots and widows :	£. s. d.	
702 14 3	Pilots	690 – –	
173 15 6	Widows	160 14 6	
			850 14 6
876 9 9	By Balance brought down, being excess of Expenditure over Income	£.	139 13 5

BALANCES, 31st December 1893.

Year ending 31st Dec. 1892.		£. s. d.	£. s. d.	£. s. d.
£. s. d.				
1,231 7 2	To Pilots and Cutters: Proportion of December pilotage and letter money payable in January 1894	1,236 4 9		
	Receipt stamps charged, for use in January	– 6 4		
			1,236 11 1	
327 15 3½	To Pilotage Account: Balance per Account		173 15 2	
20 17 6	To Superannuated Pilots, due to them		17 2 6	
15 12 –	To Pilots' widows		16 1 6	
5 14 7	To Grimsby collector, commission &c., on December pilotage		9 18 10	
2 1 4	To Goole collector – – ditto – – ditto		2 7 9	
	To Sundry Creditors, viz.:			
43 10 7	For repairs, &c., to "Gertrude"	5 2 11		
67 7 5	Ditto – – – "Camilla"	23 19 5		
107 6 5	Ditto – – – "Dracœna"	7 17 5		
13 9 10	Repairs and renewals to house and office	21 2 11		
20 15 4	Stationery, printing, &c.	8 10 8		
33 12 –	Accountants' charges	31 10 –		
80 3 1	Law charges	117 16 –		
102 17 3	Ballast	170 19 –		
	Ballast, short delivered	2 19 9½		
8 10 3½	Ballast inspector's fees	11 1 8½		
	Tug hire	5 – –		
	Medical attendance	4 4 –		
	Coals	1 9 –		
			411 12 10	
146 – 4	To Reserve and Maintenance Fund "Gertrude," as at 31st December 1892	300 19 2		
	Add,—Transfer from "Gertrude" Working Account of 5 per cent. per annum on 543*l.* 13*s.* 6*d.*, for half-year to 30th June 1893	13 11 10		
300 19 2		314 11 –		
	Deduct,—Transfer to Accumulated Fund	314 11 –		
	To Reserve and Maintenance Fund "Camilla," as at 31st December 1892	146 – 4		
	Add,—Transfer from "Camilla" Working Account of 5 per cent. on 877*l.* 15*s.* 1*d.* for year 1893	43 17 8		
			189 18 –	
100 15 –	To Reserve and Maintenance Fund "Dracœna," as at 31st December 1892	100 15 –		
	Add,—Transfer from "Dracœna," Working Account of 5 per cent. on 932*l.* 10*s.* 10*d.* for year 1893	46 12 6		
			147 7 6	
	To Accumulated Fund: Balance per Account, 31st December 1892	4,966 14 3½		
	Add,—Transfer from Pilotage Account for amount of deficiency in Commissioners' income for the year 1891, taken out of excess contributions for 1882 (£. s. d. 50 8 6)			
	Add,—Transfer of Balance of Reserve and Maintenance Fund "Gertrude" (£. s. d. 314 11 –)			
	Less,—Transfer of Balance of "Gertrude" Cost Account (£. s. d. 151 12 8)			
		162 18 4		
		213 6 10		
4,966 14 3½	*Deduct*,—Balance of Income and Expenditure Account to 31st December 1893	5,180 1 1½		
		139 13 5		
			5,040 7 8½	
7,595 8 10½		£.	7,245 2 10½	7,595 8 10½

Year ending 31st Dec. 1892.		£. s. d.	£. s. d.
£. s. d.			
	By Debts due to the Commissioners for Pilotage, &c.:		
517 4 10	Hull	97 16 4	
182 2 5	Hull (disputed)	160 7 1	
218 18 10	Grimsby	349 4 9	
73 5 4	Goole	83 1 6	
			690 9 8
11 14 –	By Dividend on 600*l.* Hull Corporation Stock to 31st December 1893		11 13 –
951 15 4	By Cash at bankers		1,835 13 5
25 4 5½	By Cash in hands of the clerk		28 – 6½
	By Amount owing for payments made *re* collision of the "Gertrude"		22 5 –
	By Investments of Accumulated Fund, viz.:		
2,000 – –	Pilot office and Commodore's residence, as at 31st December 1892	2,000 – –	
	Pilot cutter "Gertrude" (sunk 18th October 1893), as at 31st December 1892 (£. s. d. 844 12 8)		
	Less,—Amount received from underwriters (£. s. d. 693 – –)		
844 12 8	Transfer of balance of Accumulated Fund (£. s. d. 151 12 8)	844 12 8	
1,023 15 5	Pilot cutter "Camilla," purchased 7th March 1890, as at 31st December 1892	1,023 15 5	
1,033 5 10	Pilot cutter "Dracœna," purchased 22nd July 1890, as at 31st December 1892	1,033 5 10	
600 – –	£. 600 Hull Corporation 4 per Cent. Debenture Stock at cost, September 1879	600 – –	
			4,657 1 3
60 19 9	Underwriters of "Camilla."		
52 10 –	Hull Trinity House.		
		£.	7,245 2 10½

We have examined the securities for the investments of the accumulated fund, have received from the bankers a certificate of the amount to the credit of the Commissioners on their banking account, have counted the cash in the hands of the clerk, and, having audited this account, we certify it to be correct.

Hull, 19 February 1894.

Chas. C. Hart, Clerk to the Commissioners of Humber Pilotage.

J. G. Carlill & Burkinshaw, Chartered Accountants.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

ACCOUNT of all Monies received by or on behalf of the Sub-Commissioners of Pilotage for the Port of *Goole*.

RECEIPTS.	£.	s.	d.	EXPENDITURE.	£.	s.	d.
To gross amount received for - Inward pilotage - -	493	3	2	By commission paid to pilot master -	47	14	5
To gross amount received for - Outward pilotage -	461	7	2	By amount of pilotage paid to the several undermentioned pilots, viz. :—			
				Joseph Jackson - - - -	157	8	–
				Thomas Garner - - - -	147	14	8
				William Sharp - - - -	157	8	–
				John Cook - - - - -	157	8	–
				William Prentice - - - -	157	8	–
				By pilots' railway fares, and expenses -	115	8	1
				By extra men and assisting ships - -	1	–	–
				By office rent - - - - - -	3	14	8
				By licences - - - - - -	3	15	–
				By pilot master's expenses - - -	–	3	6
				By repairs to Hull Office - - -	–	7	9
				By telegrams, stamps, stationery, &c. -	5	–	3
£.	954	10	4	£.	954	10	4

Pilot Office, Goole, January 1894.

W. J. Bowman, Pilot Master.

ACCOUNT of all Monies received and expended by the Sub-Commissioners of *Goole* for the Pilots Superannuation Fund.

1 January 1893:	£.	s.	d.	31 December 1893:	£.	s.	d.
To balance - - - - - - -	50	15	–	By balance - - - - - - -	68	1	–
To amount received as contribution to the fund - - - - - - -	15	15	–				
31 December 1893:							
To banker's interest - - - - -	1	11	–				
£.	68	1	–	£.	68	1	–

Trinity House, Hull, 26 May 1894.

J. E. Park, Warden's Clerk.

ACCOUNT of all Monies received by or on behalf of the Sub-Commissioners of Pilotage for the Port of *Gainsborough*.

No monies have been received by or on behalf of the said Commissioners in respect of pilots or pilotage for the year ending 31st December last.

It appears that the gross receipts were for —

	£.	s.	d.
Inward pilotage - - - - - - - - - - - - - - -	7	7	–
Outward pilotage - - - - - - - - - - - - - - -	6	3	8
Total - - -	£. 13	10	8

The whole amount of which was received and retained by Robert Acaster, the only licensed pilot.

Trinity House, Kingston-upon-Hull, 28 April 1894.

Edward J. Wilson, Secretary.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

ACCOUNT of all MONIES received by or on behalf of the Sub-Commissioners of PILOTAGE for the Port of *Wisbech*, between the 31st December 1892 and the date when the New Rature came into operation.

RECEIPTS.		£.	s.	d.	EXPENDITURE.	£.	s.	d.
To gross amount received for	Inward pilotage	2	12	5	By amount of pilotage paid to or retained by the undermentioned pilots, viz.:—			
	Outward pilotage	4	12	–	Peter Pilkington	1	8	11
					John Garner	1	8	10
					James Henry Burton	1	8	10
					William Worley	1	8	11
					Edwin Burton	1	8	11
	£.	7	4	5	£.	7	4	5

ACCOUNT of all MONIES received by or on behalf of the Sub-Commissioners of PILOTAGE for the Port of *Wisbech* between the date when the New Rature came into operation and the 31st December 1893.

RECEIPTS.		£.	s.	d.	EXPENDITURE.	£.	s.	d.
To gross amount received for	Inward pilotage	281	9	–	Amount of pilotage paid to or retained by the undermentioned pilots, viz. :—			
	Outward pilotage	215	6	9	Peter Pilkington, share above Lower Roads	87	–	9
					Earnings below Lower Roads	16	18	9
					John Garner, Share above Lower Roads	87	–	9
					Earnings below Lower Roads	15	–	–
					James Henry Burton, share above Lower Roads	87	–	9
					Earnings below Lower Roads	12	15	–
					William Worley, share above Lower Roads	87	–	10
					Earnings below Lower Roads	39	3	9
					Edwin Burton, share above Lower Roads	53	5	2
					Earnings below Lower Roads	11	10	–
	£.	496	15	9	£.	496	15	9

Wisbech, 18 January 1894.

Fra. Jackson,
Secretary to the Sub-Commissioners of Pilotage.

ACCOUNT of all MONIES received by or on behalf of the Sub-Commissioners of PILOTAGE for the Port of *Spalding*.

RECEIPTS.		£.	s.	d.	EXPENDITURE.	£.	s.	d.
To gross amount received for	Inward pilotage	50	5	10½	By amount paid for renewal of licences, lights, &c.	2	2	11½
	Outward pilotage	7	17	3	By amount paid to the undermentioned pilots, viz.:			
					Samuel Cope	28	–	1
					Thomas Lineham	28	–	1
	£.	58	3	1½	£.	58	3	1½

Wm. Arthur Kerley,
Receiver.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

ACCOUNT of all MONIES received in respect of PILOTAGE to or from the *Humber* and along the *East Coast.*

RECEIPTS.	£.	s.	d.
To amount received for pilotage to the Humber and along the East Coast	5	1	6
To amount received for pilotage from the Humber and along the East Coast	1,031	19	11
£.	1,037	1	5

EXPENDITURE.	£.	s.	d.
By amount received and retained by the undermentioned pilots, viz.:			
H. J. Forenan	110	11	6
J. H. Goodson	105	17	3
J. J. Jones	66	10	9
S. Rowston	42	5	–
G. Upton	100	4	–
H. Bartlett	132	–	–
A. Dines	104	2	–
J. H. Manning	30	18	–
S. Neal	54	–	3
F. Peat	52	12	4
R. Speed	81	5	–
T. Wright	120	–	–
H. J. Smith	6	8	–
B. Whitehouse	30	7	4
£.	1,037	1	5

Trinity House, Kingston-upon-Hull, 28 April 1894.

Edw. J. Wilson, Secretary.

ACCOUNT showing the MONIES received at the TRINITY HOUSE, *Hull*, during the Year 1892, in respect of FEES paid for the Examination of MASTERS and MATES, and for annual Renewal of Certificates and the like, for the Examination and Renewal of Licences of ordinary PILOTS, and the Expenditure of such MONIES.

	£.	s.	d.
Balance from last year's account	117	19	2
Fees for the examination of masters and mates	64	–	–
Fees for the issue of certificates of masters and mates	115	17	6
Fees for the annual renewal of certificates of masters and mates	120	15	–
Fees for the examination of ordinary pilots	1	–	–
Fees for the issue of licences of ordinary pilots	1	10	–
Fees for the annual renewal of licences of ordinary pilots	96	15	–
£.	399	17	6

	£.	s.	d.
Amount paid to Mr. Lewis, clerk to the Humber Pilot Commissioners, to be carried to the account of the Humber pilots superannuation fund	52	10	–
Amount paid to the account of the pension or superannuation fund for the East Coast pilots	49	14	2
Amount paid to the account of the Goole pilots superannuation fund	15	15	–
£.	117	19	2

	£.	s.	d.
Remuneration paid to or received by wardens, elder brethren, and assistants, in respect of examination of—			
(a) Pilots	1	–	–
(b) Masters and mates	64	–	–
Remuneration paid to secretary—			
(1.) In respect of issue (including preparation and registration) of—			
(a) Licences of pilots	1	–	–
(b) Certificates of masters and mates	75	5	–
(2.) In respect of renewal of—			
(a) Licences of pilots	64	10	–
(b) Certificates of masters and mates	80	10	–
Balance	111	12	6
£.	399	17	6

ACCOUNT of all MONIES received at the TRINITY HOUSE, *Hull*, in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

	£.	s.	d.
To amount received as contribution to superannuation and pension fund:			
From pilots	47	2	2
From other sources	49	14	2
To balance	9	13	9
£.	106	10	1

	£.	s.	d.
By balance brought from last account	15	10	1
By amount paid for pensions or superannuations:			
To pilots (4)	35	5	–
To widows (5)	54	12	–
By banker's interest	1	3	–
£.	106	10	1

Trinity House, Hull, 28 April 1894.

J. E. Park, Warden's Clerk.

SCOTLAND.

PORT OF ABERBROTHWICK, OR ARBROATH.

Pilotage is Compulsory. *Limits of District.*—*See* p. 130 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 130 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.
1. Alexander Gilbert	75	4. Peter Hood	60
2. Alexander White	58	5. Francis Cargill	47
3. William Brown	50		

Note.—No. 1 is the foreman pilot; Nos. 2 to 5 are ordinary pilots.

AMOUNT received for Pilotage of Vessels in 1893.

	British Vessels.						Foreign Vessels.			Totals.		
	Coasters.			Oversea.			Oversea.					
	No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.	
		£.	s. d.		£.	s. d.		£.	s. d.		£.	s. d.
From 2 *d.* to 4 *d.* per ton	195	206	5 7	–	–	–	–	–	–	195	206	5 7
At 4½ *d.* per ton	–	–	–	12	39	9 8	–	–	–	12	39	3 8
At 4¾ *d.* per ton	–	–	–	–	–	–	11	20	4 9	11	20	4 9
Pilot Master's Fee	–	–	–	–	–	–	–	–	–	–	19	3 –
Total	195	206	5 7	12	39	9 8	11	20	4 9	218	285	3 –

Note.—Only one charge is made at this port for both inward and outward pilotage, and this return includes outward pilotage for the year. A steam tug belonging to the trustees is employed in the pilotage service to tow vessels when required.
An allowance from the full dues is made in the case of steamers, reducing the pilotage to 3 *d.* per ton.

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for { Inward pilotage / Outward pilotage }	266	–	–	By amount paid in respect of pilots	301	–	–
To amount received from pilot master's fee	19	3	–	By amount paid for collector's commission, at 1¼ per cent.	3	2	6
To deficiency on year's account	41	2	6	By sum retained by trustees towards pilot master's salary	19	3	–
£.	326	5	6	£.	326	5	6

20 January 1894. *W. K. Macdonald*, Clerk.

PORT OF ABERDEEN.

Pilotage is Free. *Limits of District.*—*See* p. 132 of Parl. Paper, No. 154 of 1889.

REGULATIONS and RATES of PILOTAGE.

See p. 132 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Alexander Noble	55	Alexander Robertson	40	Andrew Morrice	51
George Walker	43	Andrew Walker	41	Alexander Paterson	58
Alexander Meres	44	Alexander Allan	60	Alexander Hunter	48
William Mason	52				
Alexander Main	34	James Morrice	59	John Brands	53
Alexander Paterson	33	David Baxter	49	James Guyan	43

NAMES of ASSISTANTS.

Andrew Fowler	42	George Walker	48	James Walker	40
John Masson	56	James Fowler	48		
George Noble	34	Alexander Guyan	29	Alexander Forbes	42

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels.				Foreign Vessels.				Totals.	
	Coasters.		Oversea.		Coasters.		Oversea.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Aberdeen Harbour and Docks.	2,002	938 3 6	108	140 12 –	2	1 15 –	206	162 5 –	2,318	1,242 15 6

(2.)—OUTWARDS.

From Aberdeen Harbour and Docks to Sea.	1,478	532 1 3	36	25 19 6	53	18 17 –	77	39 13 –	1,644	616 10 9

ACCOUNT of all Monies received and expended in respect of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage	1,242 15 6	By amount paid to pilots, the pilotage fees being collected by themselves	1,859 6 3
{ Outward pilotage	616 10 9		
£.	1,859 6 3		
To amount of fees received for masters' and mates' certificates	8 8 –		
To amount of fees received for renewals of masters' and mates' certificates	31 10 –		
£.	*39 18 –	£.	1,859 6 3

* The above-mentioned sum of 39 *l.* 18 *s.*, less 10 *l.* paid to a retired pilot, is still lying in the hands of the Commissioners, who have not yet decided as to the mode in which the fees are to be applied. Meantime the amount received is carried to a special account, and interest allowed at the current rate on harbour loans.

ACCOUNT of all Monies received and expended in respect of the Pilots' Superannuation Fund.

Note.—There is no Pilots' Superannuation Fund, but during the past year there was voted from the fees received under the Merchant Shipping Act, 1854, on the issue of pilotage certificates to masters of vessels, the sum of 10 *l.* to a retired pilot.

16 February 1894. *W. Gordon*, Clerk.

PORT OF AYR.

Pilotage is Compulsory. *Limits of District.*—*See* p. 172 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 65 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.
Robert Lees	57	John Houston	39
Alexander Cook	32	Neil Henderson	38
Frederick Ross	42	James Brodie	36
John Milligan	48		

RATES of PILOTAGE.

All vessels, Coasting and Oversea, 40 tons register and upwards, 1½ *d.* per ton.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Bay to Harbour	1,184	475 – –	401	150 17 9	37	76 1 1	3	4 15 7	5	7 17 5	23	18 15 3	11	21 15 4	31	50 16 5	1,695	805 18 10
From Harbour to Bay	1,206	509 11 4	388	153 13 7	35	42 3 4	5	6 2 1	7	15 3 10	4	7 1 5	7	15 5 8	43	56 17 8	1,695	805 18 11

(2.)—OUTWARDS.

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage	805 18 10	By amount paid in respect of pilots	434 9 7
{ Outward pilotage	805 18 11	By amount paid in respect of pilot boats	11 17 4
		By amount paid in respect of clothing, &c., for pilots	4 14 –
		By balance expended in connection with the harbour works	1,160 16 10
£.	1,611 17 9	£.	1,611 17 9

22 February 1894.

William J. Pollock, Clerk.

PORT OF BORROWSTOUNNESS.

Pilotage is Free. *Limits of District.—See* p. 137 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 137 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.
Alexander Beaton - - -	56	Robert Hamilton - - -	41
David Paterson - - -	73	Peter Thomson - - -	40
James Beaton, sen. - - -	45	Charles Anderson - - -	48
James Beaton, jun. - -	37	George Wilson - - -	39
James Tait - - - -	60	Matthew M'Bain - - -	42

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Borrowstounness Roads to Harbour and Dock.	175	129 1 4	18	8 3 2	43	52 - 6	2	2 15 -	60	52 10 1	17	8 19 4	210	168 12 6	131	90 4 4	656	512 6 3

(2.)—OUTWARDS.

From Harbour and Dock to Borrowstounness Roads.	127	124 16 6	4	2 2 -	71	93 16 10	1	1 13 -	29	18 9 4	1	- 15 4	208	221 2 6	36	30 12 -	477	493 7 6

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for - Inward pilotage -	512	6	3	By amount paid in respect of pilots -	1,005	13	9
To gross amount received for - Outward pilotage -	493	7	6	By amount paid in respect of pilot boats - - - - - - -	218	13	6
To amount of fees received from applicants for renewals of pilots' licences (10) - - - - - - -	-	15	-	By amount paid clerk in respect of renewals - - - - -	-	15	-
To amount received for boat attendance - - - - - - -	218	13	6				
£.	1,225	2	3	£.	1,225	2	3

3 March 1894.

Robt. J. Jamieson, Clerk.

PORT OF BUCKIE (CLUNY).

Pilotage is Compulsory. *Limits of District.*—*See* p. 140 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, RULES, and REGULATIONS.

See p. 140 of Parl. Paper, No. 154 of 1889.

NAME of PILOT.

Thomas Lawson - - - - - aged 44.

RATES of PILOTAGE.

See p. 142 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

INWARDS and OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
No distance money has been charged. All vessels have been boarded within the limit of the harbour rate.	53	60 12 3	2	3 11 –	8	14 12 –	7	11 9 6	70	90 4 9

Note.—The rate charged for pilotage covers inward and outward pilotage, and no separate rate is charged.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage - / Outward pilotage - }	90 4 9	By amount paid in respect of pilots	90 4 9

16 February 1894.

John Macdonald, Secretary.

PORT OF BURGHEAD.

Pilotage is Compulsory. *Limits of District.*—*See* p. 143 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, &c.

See p. 143 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Alexander Jeffray	58	John Hendry	61	John Mackay	41
Alexander Richardson	54	John Hendry	34	Charles Mackay	36
Lewis M'Lean	46	William Mackintosh	59	John Scott	36
William Hendry	47	John Young	36		

RATES of PILOTAGE.

See p. 144 of Parl. Paper, No. 154 of 1889.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Within the limits of Burghead Pilotage District into Harbour	125	65 9 8½	5	5 2 8½	6	4 18 2½	18	20 1 6½	154	95 12 2

(2.)—OUTWARDS.

Within the limits of Burghead Pilotage District from Harbour	118	62 15 4	7	4 12 10½	17	17 8 –	7	6 9 3	149	91 5 5½

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for	Inward pilotage	95 12 2	By amount paid in respect of pilots	177 4 4½
	Outward pilotage	91 5 5½	By amount paid in respect of pilot boats	6 5
			By amount paid for clerk and collector	9 6 10
	£.	186 17 7½	£.	186 17 7½

2 February 1894.

Grigor & Young.

PORT OF BURNTISLAND.

Pilotage is Free. *Limits of District.*—*See* p. 145 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 145 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Robert Stewart	58	Andrew Gilmour	47	Archibald Blair	40
William Masterton	53	Robert Dick	47	James Clark	35
John Pendrick	50	George Fotheringham	44	George Clark	33
John Brown	50	John Gilmour	43		

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roads to Dock.	109	96 15 –	2	1 – 6	182	205 16 6	–	– – –	5	4 7 –	–	– – –	354	330 17 –	109	58 4 –	761	697 – –

(2.)—OUTWARDS.

From Dock to Roads.	109	96 15 –	2	1 – 6	182	205 16 6	–	– – –	5	4 7 –	–	– – –	354	330 17 –	96	52 9 –	748	691 5 –

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	s.	d	*Cr.*	£.	s.	d.
To gross amount received for – Inward pilotage	697	–	–	By amount paid in respect of pilots	1,318	16	9
To gross amount received for – Outward pilotage	691	5	–	By amount of discount retained under Article 13 of Bye-laws	37	18	3
				By amount paid for clerk	5	5	–
				By amount paid for officers	26	5	–
£.	1,388	5	–	£.	1,388	5	–

7 February 1894.

Thomas A. Wallace, Clerk.

PORT OF CHARLESTOWN.

Pilotage is Free. *Limits of District.*—*See* p. 78 of Parl. Paper, No. 251 of 1891.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 78 of Parl. Paper, No. 251 of 1891.

NAMES of PILOTS.

Name.	Age.	Name.	Age.	Name.	Age.
Joseph Fotheringham -	58	David Edward - -	46	Alexander Bryce - -	45

Note.—All these pilots are also licensed by the Trinity House, Leith, for one year.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roads to Harbour	73	31 13 2	4	1 13 8	1	– 10 4	–	- -	35	13 17 8	76	29 10 8	49	20 18 10	46	22 7 –	284	120 11 4

(2.)—OUTWARDS.

From Harbour to Roads	65	39 18 –	2	– 11 4	7	4 19 –	3	2 2 –	1	– 14 –	1	– 11 4	188	107 4 10	18	11 13 –	285	167 13 6

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for	Inward pilotage -	120 11 4	By amount paid in respect of pilots -	274 – 7
	Outward pilotage -	167 13 6	By amount paid North British Railway Company as commission on collection of pilotage - - - - -	14 4 3
	£.	288 4 10	£.	288 4 10

28 February 1894.

J. Conacher, General Manager,
North British Railway Company.

PORT OF DUNDEE.

Pilotage is Free. *Limits of District.*—*See* p. 147 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 147 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Peter Lawson	55	James Wilson	49	Johnston Inglis	44
George Keith	61	James Stephen	49	William Dunn	45
John Martin	67	George Sutherland	48	William Easson	42
William Ferrier	62	John Reid	43	Robert Nicoll	42

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Buoy of Tay to Dundee Docks.	100	261 14 7	109	488 16 7	5	9 1 6	81	248 18 2	295	1,008 10 10
From Buoy of Tay to Dundee Roads.	4	4 10 3	1	1 18 9½	5	4 18 4	20	26 1 4	30	37 8 8½
From Dundee Roads to Dundee Docks.	3	3 19 8	5	6 16 10	4	3 6 5	–	–	12	14 2 11
Total	107	270 4 6	115	497 12 2½	14	17 6 3	101	276 19 6	337	1,060 2 5½

(2.)—OUTWARDS.

From Dundee Docks to Buoy of Tay.	118	310 13 11	59	287 4 8	17	39 14 11	22	55 – 3	216	492 13 9
From Dundee Roads to Buoy of Tay.	–	–	1	1 18 9½	–	–	–	–	1	1 18 9½
From Dundee Docks to Dundee Roads.	1	– 11 7	1	– 8 1	–	–	1	1 13 9	3	2 13 5
Total	119	311 5 6	61	289 11 6½	17	39 14 11	23	56 14 –	220	697 5 11½

Note.—No distinction is made between vessels which are towed and those which are not.

PORT OF DUNDEE—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Cr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	10	11	3	By amount paid in respect of—			
To gross amount received for — Inward pilotage	1,060	2	5½	Pilots' wages	893	7	6
To gross amount received for — Outward pilotage	697	5	11½	Pilots' bonuses	363	10	2
To amount received from other sources :				Provisions to pilots when on board cutter	217	5	5
For wages of pilots detained on board vessels	7	5	–	Repairs to cutter, insurance, coals, &c.	104	10	2
For vessels shifting docks	7	5	–	Contributions to superannuation fund from General Pilotage Fund	87	17	9
For attendance at trial trips	5	15	–	Contribution from superannuation fund to pilots	10	–	–
For distance money	–	10	6	Contribution to sinking fund	10	–	–
For conveyance of letters to cutter	–	10	–	By amount paid for extra pilotage and petty disbursements	19	9	5
For premiums of insurance repaid	3	3	4	By amount paid for secretary	20	–	–
Balance due to bank at close of year	1	5	4	By amount paid for treasurer and assistant	35	–	–
				By amount paid for harbour master	20	–	–
				By allowance to retired pilot master	12	10	–
				By interest on bank account	–	3	5
£.	1,793	13	10	£.	1,793	13	10

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	935	–	–	By amount paid for pensions or superannuations :			
To amount received as contribution to superannuation and pension fund from pilots	10	–	–	1 pilot at 10*s.* per week for 52 weeks	26	–	–
				4 pilots at 7*s.* 6*d.* per week for 52 weeks	78	–	–
				1 pilot at 7*s.* 6*d.* per week for 26 weeks	9	15	–
To amount received as contribution from general pilotage fund	87	17	9	By balance carried to next account :			
				On loan	942	–	–
To amount received as interest on investments and on bank account	25	17	3	In bank	3	–	–
£.	1,058	15	–	£.	1,058	15	–

SINKING FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	790	17	10	By amount paid for repairs to cutter	99	5	2
To amount received from underwriters for pilot cutter "Pilot" lost on the Aberta Sand on the 18th November 1893	198	–	–	By balance on loans	794	10	–
				By balance in bank	126	11	5
To amount received as contribution to sinking fund from pilots	10	–	–				
To amount received as interest from investments and on bank account	21	8	9				
£.	1,020	6	7	£.	1,020	6	7

13 February 1894.

A. E. Gray, Clerk.

PORT OF EYEMOUTH.

Limits of District.—*See* Section 50 of "The Eyemouth Harbour Order, 1882" ("Pier and Harbour Orders Confirmation (No. 2) Act, 1882"),

REGULATIONS.

See Sections 50-56 of above Order.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Robert Angus	–	George Craig, sen.	–	John Lowrie	–
Charles Burgan	–	Robert Dougal	–	William Martin	–
David Burgan	–	John Gillie	–		
Andrew Collins	–	John Kerr	–	Alexander Swanston	–

RATES of PILOTAGE.

See p. 160 of Parl. Paper, No. 251 of 1891.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels.				Foreign Vessels.		Totals.	
	Coasters.		Oversea.		Oversea.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Eyemouth	21	10 3 6	6	2 13 10	8	3 8 –	35	16 5 4

(2.)—OUTWARDS.

From Eyemouth to Sea	8	2 10 –	4	1 15 4	2	– 18 4	14	5 3 8

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for	Inward pilotage	16 5 4	To amount paid in respect of pilots	21 9 –
	Outward pilotage	5 3 8		
	£.	21 9 –	£.	21 9 –

17 January 1894. *John Wood*, Clerk.

PORT OF FRASERBURGH.

Pilotage is Compulsory on all Vessels of 30 tons register and upwards.

Limits of District.—*See* p. 152 of Parl. Paper, No. 154 of 1889.

REGULATIONS and RATES of PILOTAGE.

See p. 90 of Parl. Paper, No. 212 of 1892.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.
Alexander Joseph Noble	57	Charles Mundie	39
Andrew Noble	34	Walter Noble, jun.	36
Walter Noble	66	John Noble, jun.	30
John Noble, sen.	40		

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels. Coasters. Not Towed by Steam. No.	£. s. d.	Towed by Steam. No.	£. s. d.	Oversea. Not Towed by Steam. No.	£. s. d.	Towed by Steam. No.	£. s. d.	Foreign Vessels. Coasters. Not Towed by Steam. No.	£. s. d.	Towed by Steam. No.	£. s. d.	Oversea. Not Towed by Steam. No.	£. s. d.	Towed by Steam. No.	£. s. d.	Totals. No.	£. s. d.
From two miles Seaward to Harbour.	135	65 1 3	156	104 13 4	1	– 10 6	10	12 4 6	10	6 4 –	23	23 2 6	22	16 13 6	48	52 11 6	455	281 1 1

(2.)—OUTWARDS.

From Harbour to two miles Seaward.	181	72 19 6	122	69 9 2	4	1 18 –	45	47 17 6	13	8 13 2	17	19 17 –	17	10 16 –	57	58 17 6	456	290 7 10

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for – Inward pilotage	281	1	1	By amount paid in respect of pilots	571	8	11
To gross amount received for – Outward pilotage	290	7	10	By amount paid for clerk	–	14	–
To amount of fees received from applicants for renewals of pilots' licences (7)	–	14	–				
£.	572	2	11	£.	572	2	11

25 January 1894.

Andrew Tarras, Clerk.

PORT OF DINGWALL.

BYE-LAWS and REGULATIONS.

— Nil. —

NAME of PILOT.

Name.	Age.	Service for which Licensed.
Donald Douglas - - -	58	To take vessels from Dingwall to Cromarty Roads and back.

RATES of PILOTAGE.

See p. 101 of Parl. Paper, No. 251 of 1891.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. No.	BRITISH VESSELS. COASTERS. Amount.	TOTALS. No.	TOTALS. Amount.
		£. s. d.		£. s. d.
From Foulis to Dingwall - - - - - -	27	18 16 7	27	18 16 7

(2.)—OUTWARDS.

From Dingwall to Foulis - - - - - -	27	18 16 7	27	18 16 7

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for -	Inward pilotage -	18 16 7	By amount paid to pilot - - -	37 13 2
	Outward pilotage -	18 16 7		
	£.	37 13 2	£.	37 13 2

20 January 1894.

Alex. Dewar, Clerk.

PORT OF GLASGOW.

Pilotage is Compulsory. *Limits of District.*—*See* p. 179 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 179 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Peter Arthur	49	Alexander M'Millan	59	Robert Buchan	43
James Barrie	48	Archibald M'Phail	49	Malcolm Campbell	36
James Black	46	Thomas Martin	45	William Clinton	44
James T. Braddon	52	Thomas Montgomery	56	Joseph Duncan	39
Daniel Cairney	48	James Parker	49	William Hardie	43
John Cameron	50	James Patience	53	Archibald M. Jackson	38
Peter Clelland	53	Alexander Richmond	44	Dugald M'Donald	40
John Cumming	58	Matthew J. Riva	42	Daniel M'Millan	33
William Fleck	46	Archibald Stirling	57	Robert W. Moir	53
Edward J. Gemmell	41	Richard Sweet	47	Thomas R. Morris	33
James Lawson	43	Henry Thomson	53	William Purvis	40
James M'Cansh	59	William Williamson	45	Alexander Renfrew	39
Alexander M'Kelvie	44	William Arthur	40	Robert G. Tait	42
William M'Kinlay	46	Alexander Bruce	30	John Williamson	38

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels. Coasters. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	Oversea. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	Foreign Vessels. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	Totals. No.	Amount. £. s. d.
From Greenock to Glasgow	974	1,515 6 3	307	308 8 6	596	1,769 3 –	32	48 2 6	185	302 – 3	93	202 1 –	2,187	4,145 1 6

(2.)—OUTWARDS.

From Glasgow to Greenock	1,402	2,340 8 1	284	288 8 –	908	3,175 8 3	57	114 8 3	376	902 3 10	70	105 – –	3,097	6,925 16 5

ACCOUNT of Pilotage Earned and Paid to Pilots at *Glasgow*, for the Year ended 31 December 1893.

Pilotage Earned	£. s. d.	Pilotage Paid	£. s. d.
January	778 17 10	February	701 – 1
February	704 13 9	March	634 4 5
March	862 12 1	April	776 6 10
April	1,013 19 8	May	912 11 9
May	835 5 7	June	751 15 –
June	891 11 8	July	802 8 6
July	830 14 4	August	747 12 11
August	1,206 4 10	September	1,085 12 4
September	1,129 5 11	October	1,016 7 4
October	1,022 16 10	November	920 11 2
November	864 15 4	December	778 5 9
December	930 – 1	Ditto	837 – 1
		Balance carried down	1,107 1 9
£.	11,070 17 11	£.	11,070 17 11

PORT OF GLASGOW—*continued.*

ACCOUNT of REVENUE and EXPENDITURE of "The River Pilots' Fund," for the Year ended 31 December 1893.

REVENUE.

Dr.	£.	s.	d.
PILOTAGE:			
Amount retained from Pilots, as per above Account	1,107	1	9
LICENCES:			
403 issued to Pilots	423	3	–
INTEREST:			
Received from Clyde Trustees on Sum lodged with them (£. s. d. 479 1 2)			
Allowed by Bank (6 16 2)	485	17	4
FINES:			
Amount received	1	1	–
ENTRY MONEY:			
Amount received	40	–	–
£.	2,057	3	1

EXPENDITURE.

Cr.	£.	s.	d.	£.	s.	d.
SALARIES:						
Secretary	40	–	–			
Treasurer	40	–	–			
Pilot Master, Glasgow	150	–	–			
Pilot Master, Greenock	50	–	–			
Collector, Glasgow	30	–	–			
Collector, Bowling, Commission	24	12	9			
Collector, Renfrew, Commission	24	2	6			
Clerk, Pilot Office, Glasgow	50	–	–			
				408	15	3
GENERAL CHARGES:						
Rent, Furnishings, &c., Glasgow Office	45	1	7			
Furnishings, &c., Greenock Office	42	13	10			
Receipt Stamps	8	–	–			
Advertising	2	5	–			
				98	–	5
ALLOWANCES TO PILOTS AND FAMILIES:						
Dugald Campbell	91	–	–			
Walter Hooks	84	10	–			
Robert Crooks	78	–	–			
James Higham	65	–	–			
David Fenton	65	–	–			
William M'Callum	71	10	–			
James Hendry	52	–	–			
Archibald Stirling	8	15	–			
Archibald M'Phail	2	5	–			
Alexander M'Kelvie	5	12	6			
John Cumming	2	10	–			
John Russell	58	10	–			
Angus Paterson	6	5	–			
Thomas Montgomery	1	7	6			
William Williamson	1	2	6			
R. Sweet	2	10	–			
M. J. Riva	2	5	–			
R. G. Tait	1	2	6			
Mrs. Campbell	26	–	–			
Mrs. M'Kelvie	26	–	–			
Mrs. Leitch	26	–	–			
Mrs. Hamilton	26	–	–			
Mrs. Driver	6	10	–			
Mrs. Miller	26	–	–			
Mrs. Strachan	26	–	–			
Mrs. Strachan's two children	13	–	–			
Mrs. Alexander	26	–	–			
Mrs. Tulloch	19	10	–			
James Allan's five children	44	12	6			
Mrs. Livingstone	26	–	–			
Mrs. Livingstone's four children	25	–	–			
Mrs. Campbell	26	–	–			
Mrs. Campbell's three children	19	10	–			
Mrs. Stewart	26	–	–			
Mrs. M'Kay	26	–	–			
Mrs. Paterson	23	10	–			
Mrs. Paterson's five children	24	10	–			
				1,061	7	6
				1,568	3	2
SURPLUS REVENUE				488	19	11
£.				2,057	3	1

PIER SIGNAL ACCOUNT.

	£.	s.	d.		£.	s.	d.
Balance from last year	134	10	5	Pier Master's Allowances	215	–	–
Dues Received, Season 1892	21	13	–	Administration	10	–	–
Ditto - ditto - 1893	247	10	–	Printing, Stationery, Postages, &c.	2	8	4
Interest received	–	12	10	Inspection of Signals	65	6	10
					292	15	2
				Set aside for Administrative Purposes	50	–	–
				Surplus Revenue	61	11	1
£.	404	6	3	£.	404	6	3

PORT OF GLASGOW—*continued.*

BALANCE SHEET.

Dr.	£.	s.	d.	£.	s.	d.	*Cr.*	£.	s.	d.
31 December 1893:							31 December 1893:			
To Pilot Fund Surplus, as per Account ended 31st December 1892	13,960	3	10				By Clyde Trustees, Sum lodged with them	12,850	–	–
To Surplus for Year 1893	488	19	11				By Collector, Pilotage unpaid	834	15	9
				14,449	3	9	By Clothing on hand	11	11	3
To Fees for Pilot Licences, as per Account for 1892	1,086	11	11				By Clydesdale Bank on Current Account	530	2	5
To Fees for 1893	100	15	–				By Clydesdale Bank on Deposits	510	7	9
To Interest	33	4	3	1,220	11	2	By Clydesdale Bank, Deposit on account of Fee Fund	44	8	10
							By Clyde Trustees, Fees on Loan	950	–	–
To Pier Signal Account Surplus (including sum set aside)				111	11	1	By Clydesdale Bank, Deposit on account of Pier Signal Administrative Fund	50	–	–
			£.	15,781	6	–		£.	15,781	6	–

19 June 1894. *T. R. Mackenzie*, Secretary.

PORT OF GRANGEMOUTH.

Pilotage is Free. *Limits of District.—See* p. 156 of Parl. Paper, No. 212 of 1892.

BYE-LAWS and RATES of PILOTAGE.

See p. 156 of Parl. Paper, No. 212 of 1892.

NAMES of PILOTS.

Names.	Ages.	Service for which Licensed.
James Aitken	51	Docks, basins, locks, cuts, entrances, quays, and other works belonging to and authorised to be constructed by the Caledonian Railway Company at Grangemouth, together with the portion of the River Carron specified in the Caledonian Railway (Grangemouth Harbour) Act, 1876, and the banks thereof, and the portion of the River Forth opposite the junction of the River Carron therewith, and extending for a distance of half a mile westward and two miles eastward from such junction.
Henry Anderson	66	
John Bell	57	
James Carnie Combe	49	
Thomas Combe	41	
Thomas Donald	55	
Alexander Donaldson	50	
James Graham	50	
Alexander Hardie	59	
Robert Hardie	54	
Benjamin Blyth James	55	
Thomas Jamieson	46	
Henry Malcolm	59	
William M'Nair	38	
Walter Paterson	73	
William Reddie	40	
Thomas Robertson	51	

Note.—The pilots are partly under the control of the Trinity House, Leith.

PORT OF GRANGEMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS. Sailing Vessels.		OVERSEA. Steam Vessels.		COASTERS. Sailing Vessels.		OVERSEA. Steam Vessels.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Within Grangemouth Harbour	7	7 2 9	1,082	816 3 6	291	298 7 9	449	407 1 6	1,829	1,528 15 6
Outside Grangemouth Harbour	†1	– 15 –	†19	14 – 6	†3	1 17 –	†89	68 12 –	†112	85 4 6
TOTAL - - -	8	7 17 9	1,101	830 4 –	294	300 4 9	538	475 13 6	1,941	1,614 – –

(2.)—OUTWARDS.

Within Grangemouth Harbour	7	7 11 6	1,091	828 – 6	249	263 14 6	446	406 1 –	1,793	1,505 7 6
Outside Grangemouth Harbour	†2	2 3 –	†38	33 19 3	†3	2 2 –	†128	116 3 –	†171	154 7 3
TOTAL - - -	9	9 14 6	1,129	861 19 9	252	265 16 6	574	522 4 –	1,964	1,659 14 9

N.B.—The figures shown thus † are included in those immediately preceding.

Note.—Pilots licensed by other pilotage authorities, and which have piloted vessels outside and up to our limits, do not make their returns to this company.
In no case is there more than one pilot employed, within the limits, for same vessel.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account -	– 12 5	By amount paid in respect of pilots -	3,273 14 9
To gross amount received for - { Inward pilotage - -	1,614 – –	By amount paid for stationery - -	– 14 6
To gross amount received for - { Outward pilotage -	1,659 14 9	By balance carried to next account - -	1 3 5
To amount of fees received from applicants for renewals of pilots' licences (17) -	1 5 6		
£.	3,275 12 8	£.	3,275 12 8

1 September 1894.

John Blackburn, Secretary.

PORT OF GREENOCK.

Pilotage is Free. *Limits of District.*—*See* p. 184 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 184 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Robert H. Bell - - -	63	Robert Lee - - - -	68	Charles Mackie - - -	65
Alexander Campbell - -	63	David M'Kellar - - -	63	John Miller - - -	59
Peter Currie - - -	53	John M'Kenzie - - -	74	Robert Munn - - -	51
James Fleming - - -	52	Allan M'Lean - - -	67	Jacob Till - - - -	70
James Gordon - - -	40	David M'Reevie - - -	56	James B. Warden - -	62

PORT OF GREENOCK—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	BRITISH VESSELS. OVERSEA. Towed by Steam. Amount.	FOREIGN VESSELS. OVERSEA. Towed by Steam. No.	FOREIGN VESSELS. OVERSEA. Towed by Steam. Amount.	TOTALS. No.	TOTALS. Amount.
			£. s. d.		£. s. d.		£. s. d.
From any place between Cumbrae and Cloch Lights to Greenock or Port Glasgow.	nil	1	5 – –	2	22 11 –	3	27 11 –
From any place between the Cloch Lights and Dunoon Pier to Greenock or Port Glasgow.	nil	73	161 18 3	52	83 9 8	125	245 7 11
From Greenock or off Greenock or Port Glasgow to Gareloch.	nil	4	8 3 5	1	1 4 –	5	9 7 5
TOTAL	nil	78	175 1 8	55	107 4 8	133	282 6 4

(2.)—OUTWARDS.

From Greenock or Port Glasgow to Cumbrae and Cloch Lights.	nil	18	93 1 3	9	59 15 5	27	152 16 8
From Greenock or Port Glasgow to a line drawn between the Cloch Light and Dunoon Pier or to any intermediate place.	nil	44	105 7 2	32	62 17 3	76	168 4 5
TOTAL	nil	62	198 8 5	41	122 12 8	103	321 1 1

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage	282 6 4	By amount paid in respect of pilots	603 7 5
{ Outward pilotage	321 1 1		
To amount of fees received from applicants for renewals of pilots' licences (15)	3 15 –	By amount paid for secretary	3 15 –
£.	607 2 5	£.	607 2 5

27 January 1894. *Thomas Wilson*, Clerk.

PORT OF INVERNESS.

Pilotage is Free. *Limits of District.—See* p. 188 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 75 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
John Paterson, jun.	30	Peter Paterson, jun.	49	Moray, Beauly, and Cromarty Firths.
Alexander Paterson, sen.	64	Alexander Paterson	72	
Peter Paterson, sen.	62	John Paterson, jun.	37	
William Grieve	59	John Paterson, sen.	56	
James Paterson	42	Evan Paterson	41	
Donald Paterson	66	William Paterson	23	

Note.—William Grieve is licensed only for vessels belonging to the Black Isle Steam Shipping Company.

NAMES of APPRENTICES.

Robert Paterson - - aged 19 | William Paterson - - aged 19

PORT OF INVERNESS—*continued.*

RATES of PILOTAGE.

See p. 76 of Parl. Paper, No. 181 of 1890.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam.		FOREIGN VESSELS. OVERSEA. Not Towed by Steam.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Inverness to Sea - - - -	–	226 2 9	–	30 13 5	–	256 16 2

(2.)—OUTWARDS.

From Sea to Inverness - - - -	–	226 2 9	–	30 13 5	–	256 16 2

20 August 1894. *R. Hay*, Clerk.

PORT OF IRVINE.

Pilotage is Compulsory. *Limits of District.*—*See* p. 185 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 185 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
Robert M'Farlane - - - -	63	Thomas Bimson - - - -	46
George Jeffrey - - - -	53	William M'Murtrie - - -	39
Duncan M'Callum - - -	62		
Alexander Anderson - - -	43	James Jaffrey - - - -	47

RATES of PILOTAGE.

See p. 185 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Towed by Steam.		BRITISH VESSELS. OVERSEA. Towed by Steam.		FOREIGN VESSELS. COASTERS. Towed by Steam.		FOREIGN VESSELS. OVERSEA. Towed by Steam.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Buoy to Harbour Wharves, about ¾ of a mile.	–	314 11 4	–	2 17 5½	–	– 18 5½	–	11 10 9	–	329 18 –

(2.)—OUTWARDS.

From Harbour Wharves to Buoy, about ¾ of a mile.	–	299 5 11½	–	18 2 10	–	8 7 3	–	4 1 11½	–	329 18 –

Total number of vessels, 1,130, all charged at a uniform rate.

PORT OF IRVINE—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	247	10	7½	By amount paid in respect of pilots -	312	10	6
To gross amount received for - Inward pilotage -	329	18	–	By amount paid in respect of pilot boats, &c. - - - - -	295	7	2½
To gross amount received for - Outward pilotage -	329	18	–	By amount paid for examiners or examinations - - - -	2	1	8
				By balance carried to next account -	297	7	3
£.	907	6	7½	£.	907	6	7½

1 February 1894. *James Dichie*, Secretary.

PORT OF KIRKCALDY.

Pilotage is Free. *Limits of District.*—*See* p. 155 of Parl. Paper, No. 154 of 1889.

REGULATIONS of PILOTAGE.

See p. 155 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.	NAME.	Age.
Robert Goodall - -	68	William Page - -	54	John Lawson - - -	62

RATES of PILOTAGE.

See p. 155 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.		COASTERS.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Kirkcaldy Roadstead to Kirkcaldy Harbour.	36	22 6 6	5	3 5 6	–	- -	32	17 15 –	2	1 3 –	5	2 10 6	4	2 18 –	84	49 18 6

(2.)—OUTWARDS.

From Kirkcaldy Harbour to Kirkcaldy Roadstead.	1	– 9 –	–	- -	–	- -	1	– 8 6	–	- -	–	- -	–	- -	2	– 17 6

30 January 1894. *William Millie Dow*, Clerk.

TRINITY HOUSE OF LEITH.

Pilotage is Free. *Limits of District.*—*See* p. 174 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 174 of Parl. Paper, No. 154 of 1889; and p. 89 of Parl. Paper, No. 263 of 1893.

PROVISIONAL BYE-LAW.—To take effect on and after 25th March 1891.

Any vessel within the limits of the Firth of Forth showing the usual pilot signals shall take the first pilot offering, or on his rejection will be held liable for full pilotage. Any vessel within same aforesaid limits showing other than the usual pilot signals, but being admittedly in quest of a pilot, is required to take the first pilot offering, his rejection constituting a claim for half pilotage to said pilot, calculated from the stage where the afterwards-engaged pilot boarded the vessel; these claims also to refer to harbour pilotage, should the pilot offering have the necessary licence and permission.

NAMES of PILOTS.

NAMES OF PILOTS.	Age on last Birthday.	Service for which Licensed or Authorised to act.
Anderson, Henry	67	Inchkeith to Alloa.
Aitken, James	52	- ditto.
Allan, James	60	- ditto.
Anderson, Charles	47	Inchkeith to Carron Roads.
Aitken, Alexander	51	Inchkeith to Alloa.
Brock, John	56	St. Abb's Head and Redhead to Alloa.
Beaton, Alexander	56	St. Abb's Head and Fifeness to Alloa.
Beaton, James, sen.	55	- - ditto - - ditto.
Beaton, James, jun.	37	Inchkeith to Alloa.
Bell, John	58	St. Abb's Head and Redhead to Alloa.
Bryce, Alexander	46	Inchkeith to Alloa.
Brown, John	50	Fifeness and St. Abb's Head to Alloa.
Blair, Archibald	38	- - ditto - - ditto.
Baird, Alexander	45	Fifeness and St. Abb's Head to Leith Roads.
Bruce, Archibald	58	Leith Roads to Alloa.
Burns, George	67	Buoy of Tay to Perth.
Brown, James	50	Point of Ayre, Cape Wrath and Duncansby Head, to St. Abb's Head.
Carnie, William	51	- - ditto - - ditto.
Carnie (Main), James	43	Fifeness and St. Abb's Head to Alloa.
Carnie, Ebenezer	40	- - ditto - - ditto.
Carnie (Combe), James	49	Redhead and St. Abb's Head to Alloa.
Combe (Nicol), Thomas	42	- - ditto - - ditto.
Cousin, John	65	Leith Roads to Alloa.
Clark, James	34	Fifeness and St. Abb's Head to Alloa.
Cairns, George	56	- - ditto - - ditto.
Cairns, Robert	59	Dysart Harbour and Roadstead.
Clark, Andrew	56	Point of Ayre, the Minch and Western Isles, to Cape Wrath.
Chatting, William Cade	41	Leith Roads, to Orfordness.
Carnie, Thomas (Combe)	26	St. Abb's Head and North Carr to Carron Roads.
Clark, George	28	Inchkeith to Alloa.
Carnie (Finlay), Thomas	31	St. Abb's Head to Carron Roads.
Clark, Hugh L.	50	Alloa to Cape Wrath and Orfordness.
Combe, Charles	29	Fifeness and St. Abb's Head to Alloa.

TRINITY HOUSE OF LEITH—*continued.*

NAMES OF PILOTS—*continued.*

NAMES OF PILOTS.	Age on last Birthday.	Service for which Licensed or Authorised to act.
Dawson, William	41	Point of Ayre, the Minch, and Pentland Firth, to Orfordness, and Forth up to Alloa.
Dryburgh, Thomas	48	Redhead and St. Abb's Head to Alloa.
Dryburgh, James	33	- - ditto - - ditto.
Dryburgh, David	29	Alloa to Redhead and the Tyne.
Donaldson, Alexander	51	Inchkeith to Alloa.
Donald, Thomas	57	- ditto.
Dick, Robert	45	Fifeness and St. Abb's Head to Alloa.
Douglas, Donald	58	Cromarty Roads to Dingwall.
Dewar, John	52	Point of Ayre to Cape Wrath and Duncansby Head.
Edward, David	46	Inchkeith to Alloa.
Flucker, John	40	Fifeness and St. Abb's Head to Alloa.
Ferguson, William	72	Leith Roads to Alloa.
Fotheringham, Joseph	58	Inchkeith to Alloa.
Farrow, John	49	Buoy of Tay to Duncansby Head and Orfordness.
Fotheringham, George	45	Fifeness and St. Abb's Head to Alloa.
Gilmour, Andrew	46	Inchkeith to Carron Roads.
Gilmour, John	43	Inchkeith to St. David's.
Grubb, John	31	St. Abb's Head and Fifeness to St. Margaret's Hope.
Gourlay, Andrew	44	- - ditto - - ditto.
Gordon, James I.	55	Point of Ayre, Pentland Firth, to Flamborough Head.
Gordon, James II.	42	Point of Ayre, Pentland Firth, to St. Abb's Head.
Graham, James	50	Alloa to Cape Wrath and Orfordness.
Howling, Abraham	58	Leith Roads to Orfordness.
Hume, Robert	47	Redhead and St. Abb's Head to Alloa.
Hume, Thomas	38	Redhead and Alloa to the Tyne.
Hamilton, Robert	41	Inchkeith to Alloa.
Hardie, Alexander	59	Fifeness and St. Abb's Head to Alloa.
Hardie, Robert	55	Inchkeith to Alloa.
Harley, Andrew	72	Redhead and St. Abb's Head to Alloa.
Hay, George	43	Broughty Ferry to Perth.
Harrow, James	60	Fifeness and Bass Rock to St. Margaret's Hope.
Hamilton, John	67	Cumbraes to Innistrahull and Point of Ayre.
Jamieson, George	75	Redhead and St. Abb's Head to Alloa.
Jamieson, Thomas	46	Leith Roads to Alloa.
James, Benjamin B.	55	Alloa to Orfordness.
Kinnear, William	73	Inchkeith to Alloa.
Lyle, James Braid	52	Redhead and St. Abb's Head to Alloa.
Liston, Walter	45	- - ditto - - ditto.
Lyle (Wilson), Robert	42	Redhead and St. Abb's Head to Carron Roads.
Liston, William	43	Fifeness and St. Abb's Head to Carron Roads.
Liston, John	40	Redhead and St. Abb's Head to Alloa.
Leitch, James	56	Ardrossan Harbour to Lamlash and Cumbrae Island.
Leslie, John	54	Cape Wrath to Duncansby Head, with Orkney and Shetland Isles.
Malcolm, Henry	59	Inchkeith to Alloa.
Masterton, William	54	Fifeness and St. Abb's Head and Alloa.
Mearns, William	50	Duncansby Head to Orfordness.
Munro, Francis W.	52	Tarbertness to Bonar Bridge.
Marshall, William	45	Inchkeith to Alloa.

TRINITY HOUSE OF LEITH—*continued.*

NAMES OF PILOTS—*continued.*

NAMES OF PILOTS.	Age on last Birthday.	Service for which Licensed or Authorised to act.
Murrie, Robert	59	Leith Roads to Alloa.
Murray, William	36	Fifeness and St. Abb's Head to Carron Roads.
Murphy, Duncan	52	Ardrossan to Cumbraes to Point of Ayre.
Main, William, jun.	26	Fifeness and St. Abb's Head to Carron Roads.
M'Nab, George Robertson	66	Leith Roads, Cape Wrath, and Orfordness.
M'Arthur, Robert	49	Inchkeith to Alloa.
M'Arthur, George	43	Fifeness and St. Abb's Head to Alloa.
M'Bain, Matthew	43	Leith Roads to Alloa.
M'Nair, William	41	ditto.
M'Luckie, Robert	40	Inchkeith to Alloa.
M'Cambridge, John	40	Harbour and Roadstead of Ardrossan.
M'Millan, Daniel	34	ditto ditto.
Neils, Edward	53	Fifeness and St. Abb's Head to Carron Roads.
Noble, Robert	49	Alloa to Aberdeen and Hartlepool.
Noble, William	38	Redhead and St. Abb's Head to Alloa.
Proudfoot, David	58	ditto ditto.
Paterson, Thomas	54	ditto ditto.
Paterson (Flucker), William	38	ditto ditto.
Paterson, Robert	39	Fifeness and St. Abb's Head to Alloa.
Paterson (Combe), Robert	41	Redhead and St. Abb's Head to Alloa.
Paterson (Murray), William	34	Fifeness and St. Abb's Head to Alloa.
Paterson, David	73	ditto ditto.
Paterson, Walter	75	May Island to Alloa.
Paterson, James	76	Redhead and St. Abb's Head to Stirling.
Pendrick, John	50	Inchkeith to Carron Roads.
Proctor, James	49	Harbour and Roads of West Wemyss.
Paterson, George	41	Redhead and St. Abb's Head to Alloa.
Paterson, Thomas, jun.	26	St. Abb's Head to Carron Roads.
Robertson, James	67	Alloa to Duncansby Head and Orfordness.
Rutherford, Adam	34	Fifeness and St. Abb's Head to Alloa.
Reddie, William	41	ditto ditto.
Robertson, David	51	Fifeness and St. Abb's Head to Carron Roads.
Robertson, Thomas	51	Alloa to Cape Wrath and Orfordness.
Stevenson, Andrew	73	Redhead and St. Abb's Head to Grangemouth.
Stewart, Robert	58	Fifeness and St. Abb's Head to Alloa.
Smith, John	40	Harbour and Roadstead of Dysart.
Sturrock, Charles	66	Buoy of Tay to Perth.
Shearer, George	53	Buoy of Tay to Cape Wrath and Orfordness.
Sanderson, William B.	56	Carron Roads to Fifeness and Orfordness.
Thomson, William	57	Harbour and Roads of Morrisonshaven.
Tait, James	60	Inchkeith to Alloa.
Thomson, Peter	40	ditto.
White, James	40	St. Abb's Head to Alloa.
Wilson (Young), John	60	St. Abb's Head and Redhead to Grangemouth.
Wilson (Linton), Thomas	60	St. Abb's Head and Redhead to Alloa.
Wilson (Johnston), John	42	St. Abb's Head and Redhead to Grangemouth.
Wilson (Ramsay), Robert	45	St. Abb's Head and Redhead to Alloa.
Wilson, Andrew	37	St. Abb's Head and Redhead to Carron Roads.
Wilson, George	38	Inchkeith to Alloa.
Wyllie, John Johnston	40	Ardrossan to Cumbraes and Ailsa Craig.

TRINITY HOUSE OF LEITH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. OVERSEA.				FOREIGN VESSELS. UNPRIVILEGED.			
	Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Into Alloa, Clackmannan, and Kincardine.	3	1 5 -	33	54 15 10	31	52 7 5	57	87 14 3
Into Bo'ness and Roads	-	- - -	26	67 18 6	2	3 19 6	55	147 12 6
Into Burntisland and Roads	-	- -	16	32 12 -	1	- 15 -	14	29 11 -
Into Charlestown and Limekilns	-	- -	21	17 19 1	15	9 1 6	49	26 13 4
Into Dysart	5	2 1 6	19	8 8 3	7	3 6 -	109	49 - -
Into Dingwall	-	- -	27	17 14 4	-	—	-	—
Into Grangemouth and Carron Roads.	1	1 8 -	232	316 12 3	55	110 6 9	177	331 18 6
Into Granton	-	- -	27	88 1 2	6	10 16 6	22	37 2 1
Into Kennetpans	-	- -	1	- 15 -	-	- -	2	5 15 -
Into Leith and Roads	-	45 3 -	149	517 16 8	13	32 9 4	62	148 5 10
Into Leven and Methil	-	- -	95	97 3 -	6	5 14 6	128	134 13 9
Into Perth and Newburgh	-	- -	9	4 18 -	18	26 10 -	1	1 10 -
Into Portmahomack	-	- -	24	14 18 -	-	- -	2	- 18 -
Into Prestonpans and Morrisonshaven.	-	- -	112	36 11 6	-	- -	115	32 - -
Into St. David's and Inverkeithing	-	- -	13	7 18 3	-	- -	29	19 4 9
Into St. Margaret's Hope and Queensferry.	-	- -	-	- -	-	- -	2	4 15 -
Into St. Andrews	-	- -	28	10 18 6	-	- -	1	1 15 -
Into Troon	-	- -	1	15 - -	-	—	-	—
Into Wemyss	-	- -	25	9 10 -	-	- -	265	101 - -
TOTAL	20	49 17 6	868	1,319 10 4	154	255 6 6	1,090	1,159 9 -

(2.)—OUTWARDS.

Out of Alloa, Clackmannan, and Kincardine.	4	5 7 6	56	64 11 6	15	8 16 2	91	140 5 3
Out of Bo'ness and Roads	-	- -	57	86 9 6	2	2 2 -	104	127 17 9
Out of Burntisland and Roads	-	- -	4	13 10 3	-	- -	1	1 16 9
Out of Charlestown and Limekilns	-	- -	17	9 2 4	11	5 6 -	46	21 7 2
Out of Dysart	5	2 1 6	19	8 8 3	7	3 6 -	109	49 - -
Out of Dingwall	-	- -	26	16 18 -	-	—	-	—
Out of Grangemouth and Carron Roads.	3	7 2 2	189	208 8 9	26	36 18 -	148	230 9 6
Out of Granton	-	- -	7	18 2 3	-	- -	7	14 1 8
Out of Greenock	2	11 - -	2	4 5 -	3	7 - -	25	88 17 -
Out of Kennetpans	-	- -	2	2 2 -	-	- -	1	1 5 -
Out of Leith and Roads	8	25 15 8	37	115 13 1	4	12 9 6	14	18 12 2
Out of Leven and Methil	-	- -	92	89 8 -	-	- -	122	117 6 9
Out of Perth and Newburgh	-	- -	46	33 8 -	9	6 14 -	7	5 7 -
Out of Portmahomack	-	- -	34	14 18 -	-	- -	2	- 18 -
Out of Prestonpans and Morrisonshaven.	-	- -	112	36 11 6	-	- -	115	32 - -
Out of St. David's and Inverkeithing	-	- -	13	7 18 3	-	- -	28	16 10 9
Out of St. Margaret's Hope and Queensferry.	-	—	-	—	-	—	-	—
Out of St. Andrews	-	- -	28	10 18 6	-	- -	1	1 15 -
Out of Troon	-	—	-	—	-	—	-	—
Out of Wemyss	-	- -	25	9 10 -	-	- -	265	101 - -
TOTAL	22	51 6 10	766	750 3 2	77	82 11 8	1,086	968 9 9

TRINITY HOUSE OF LEITH—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for { Inward pilotage	2,784	3	4	By adverse balance on last account	158	14	–
{ Outward pilotage	1,852	11	5	By amount paid in respect of pilots	4,636	14	9
To amount of fees received from applicants for renewals of pilots' licences (132)	138	12	–	By amount paid for salaries, offices, &c., estimated at	150	–	–
To balance carried to next account	170	2	–				
£.	4,945	8	9	£.	4,945	8	9

28 February 1894. *Jas. Stalker*, Clerk.

HARBOUR AND DOCKS OF LEITH.

Pilotage is Free. *Limits of District.—See* p. 156 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and REGULATIONS.

See p. 156 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Brock	57	Thomas Hume	38	Thomas Paterson	54
Ebenezer Carnie	40	Philip Jarvie	72	Thomas Paterson, jun.	26
James Carnie (Main)	42	William Liddell	70	William Paterson, No. 1	69
John Carnie	71	John Liston, No. 1	70	William Paterson, No. 3	33
Robert Carnie	71	John Liston, No. 2	41	David Proudfoot	57
Thomas Carnie, No. 3	29	Walter Liston	44	David Robertson	49
William Carnie	52	William Liston	42	James Robertson	65
Charles Combe, No. 1	28	James Braid Lyle	52	James Mouat Robertson	45
Richard Corson	68	Robert Lyle	40	Adam Rutherford	34
William Dawson	42	William Murray	35	Andrew Stevenson	73
David Dryburgh	29	William Main	25	Andrew Wilson, No. 1	72
James Dryburgh	33	Edward Neils	53	James White	40
Thomas Dryborough	48	Robert Noble	43	John Wilson	61
John Flucker	39	William Noble	37	Robert Wilson	44
Robert Hume	46	Robert Paterson	40	Thomas Wilson (Linton)	61

HARBOUR AND DOCKS OF LEITH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTAL.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From and to any point required within the limits of the Port, as extended for Pilotage purposes by Article VIII. of the Bye-laws and Regulations - - -	98	102 18 4	8	11 6 9	207	471 19 10	13	29 13 6	11	11 17 9	9	8 11 4	146	150 1 –	132	139 14 7	624	926 3 1

Pilotage not Compulsory. No record of pilotage outwards; the inward pilotage only being payable by this authority for behoof of the pilots, in accordance with the regulations, copies of which accompanied previous returns. But the amount of outward pilotage for the year, according to returns made by the pilots, at the request of the authority, for the purpose of this Return, is about 503*l.* 4*s.* 2*d.*

The pilotage outwards is payable directly to the pilots. The amount thereof received by the pilots is not known to the authority, otherwise than as instructed by the returns made by the pilots as mentioned above; and there are no materials for making any further return of the particulars required by this Schedule.

Note.—Pilotage is not Compulsory either inwards or outwards within the pilotage district of the port or harbour of Leith.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for -	Inward pilotage -	923	3	1	By amount received by pilots for outward pilotage - - -	503	4	2
	Outward pilotage -	503	4	2	By amount paid to pilots for inward pilotage - - - - -	856	13	10
To amount of fees received from applicants for pilots' licences -		–	10	6	By amount paid to pilots' fund -	46	6	2
					By amount applied to expense of collection - - - - -	23	3	1
					By amount applied to cover expense connected with licences - -	–	10	6
	£.	1,429	17	9	£.	1,429	17	9

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation and pension fund from pilots - - - - -	46	6	2	By amount paid to pilots' fund -	46	6	2

Note.—The Pilots' Fund is not administered by or in any way under the control of this pilotage authority.

30 January 1894.

John Torry, Clerk.

PORTS OF LEVEN AND METHIL.

Pilotage is Free. *Limits of District.—See* p. 159 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 93 of Parl. Paper, No. 251 of 1891.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Joseph Anderson	53	*Robert Patterson	41	William Thomson	54
*Thomas Carnie	25	*William Patterson	38	*Andrew Wilson	36
*George Patterson	41	John Thomson	50	*John Wilson	43

* Those persons against whose names an asterisk (*) is placed are partly under the control of the Trinity House of Leith.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels.								Foreign Vessels.								Totals.	
	Coasters.				Oversea.				Coasters.				Oversea.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roads to Dock	208	185 19 –	27	9 9 –	99	109 3 –	4	2 1 6	79	65 18 6	29	14 6 6	289	280 14 6	124	69 5 6	859	736 17 6

(2.)—OUTWARDS.

From Dock to Roads	55	44 17 6	2	13 –	226	240 4 –	–	–	7	2 19 –	4	1 12 –	386	360 15 6	49	29 18 6	739	670 19 6

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for – Inward pilotage	736	17	6	By amount paid in respect of pilots	1,337	13	–
To gross amount received for – Outward pilotage	670	19	6	By amount paid North British Railway Company as commission on collection of pilotage	70	4	–
To amount of fees received from applicants for renewals of pilots' licences (9)	2	5	–	By amount paid North British Railway Company for pilots' licences and renewals of licences	2	5	–
£.	1,410	2	–	£.	1,410	2	–

28 February 1894.

J. Conacher, General Manager,
North British Railway Company.

PORT OF LOSSIEMOUTH.

Pilotage is Compulsory. *Limits of District.*—*See* p. 161 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 161 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Name.	Age.	Name.	Age.
Willam Stewart - - - -	32	William Stewart Cowie - - -	30

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. No.	BRITISH VESSELS. COASTERS. Amount.	FOREIGN VESSELS. OVERSEA. No.	FOREIGN VESSELS. OVERSEA. Amount.	TOTALS. No.	TOTALS. Amount.
		£. s. d.		£. s. d.		£. s. d.
From Bay to Harbour - - - -	31	16 4 7½	–	- - -	31	16 4 7½

(2.)—OUTWARDS.

From Harbour to Bay - - - -	31	16 4 7½	–	- - -	31	16 4 7½

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account	26 14 8	By amount paid in respect of pilots	32 9 3
To gross amount received for - Inward pilotage	16 4 7½	By balance carried to next account	26 14 8
To gross amount received for - Outward pilotage	16 4 7½		
£.	59 3 11	£.	59 3 11

23 January 1894. *James Allan*, Secretary.

PORT OF MONTROSE.

Pilotage is Free. *Limits of District.*—*See* p. 90 of Parl. Paper, No. 181 of 1890.

RULES and REGULATIONS.

See p. 90 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
James Stewart - -	73	Joseph Coull - - -	55	Joseph Coull - - -	63
John Coull - - -	52	Alexander Coull - -	65	David Clark - - -	65
John Pert - - -	53	James Anderson - -	Unknown.	George West - - -	38
Thomas Watt - - -	56			Daniel West - - -	37
Alexander Summers - -	55	Robert Coull - - -	70	Daniel Brand - -	60
John Coull - - -	54	David Coull - - -	64	Alexander Stephen - -	42

PORT OF MONTROSE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

The charge in the table of rates is not regulated by distance, but according to tonnage.

Vessels from foreign are charged a combined pilotage fee for inwards and outwards.

The number of vessels paying such pilotage fees in 1893 was 167. The amount paid was as follows, viz.:—

	£.	s.	d.
Inwards	280	12	3
Outwards (no pilot employed by coaster outwards during the year)	—		
TOTAL	£. 280	12	3

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	83	—	1	By amount paid in respect of pilots	280	12	3
To gross amount received for Inward pilotage	123	2	3	By balance carried to next account	97	1	2
To gross amount received for Outward pilotage	157	10	—				
To amount of pilotage commission at 5 per cent. for year to 31st December 1893	14	1	1				
£.	377	13	5	£.	377	13	5

13 February 1894.

Wm. Ross, Clerk.

PORT OF NAIRN.

Pilotage is Free. *Limits of District.—See* p. 187 of Parl. Paper, 154 of 1889.

BYE-LAWS.

Nil.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.	NAME.	Age.
James Ralph	50	Daniel Main	55	George Ralph	60

RATES of PILOTAGE.

See p. 187 of Parl. Paper, No. 154 of 1889.

PORT OF NAIRN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Nairn Bay to Nairn Harbour	65	31 10 –	1	– 12 –	1	– 12 –	67	32 14 –

(2.)—OUTWARDS.

From Nairn Harbour to Nairn Bay	65	31 10 –	1	– 15 6	1	– 18 –	67	33 3 6

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for	Inward pilotage -	32 14 –	By amount paid in respect of pilots -	65 17 6
	Outward pilotage -	33 3 6		
	£.	65 17 6	£.	65 17 6

Note.—The fees are retained by the pilots.

1 February 1894.

Wm. Laing, Clerk.

PORT OF PETERHEAD.

Pilotage is Compulsory. *Limits of District.*—*See* p. 162 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 162 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Thain - -	61	Alexander Geddes - -	61	George Geddes - -	34
James Geddes, jun. - -	37	James Geddes, sen. - -	60	Robert Taylor, jun. - -	39
Robert Strachan - -	47	Robert Slessor, jun. - -	41	George Ritchie, jun. -	37
George Strachan, "Gammack" - - -	41	Robert Strachan - -	58	Alexander Geddes, jun. -	41
George Strachan, sen. -	66	George Ritchie, sen. -	62	John Geddes - - -	41
Alexander Strachan - -	66	Robert Taylor, sen. - -	61	James Strachan - -	49
James Winton - -	53	Thomas Slessor - - -	57	Benjamin Buchan - -	58
Thomas Yule - - -	69	Robert Slessor, sen. - -	75	John May - - -	43
John M'Lean, sen. - -	68	William M'Lean - -	43	William Mackie - -	75

PORT OF PETERHEAD—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
INWARDS - - - -	433	186 1 11	28	32 2 3	9	11 4 3	98	100 15 2	568	330 3 7
OUTWARDS - - - -	433	186 1 11	28	32 2 3	9	11 4 3	98	100 15 2	568	330 3 7

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage -	330 3 7	By amount paid in respect of pilots -	617 18 8
{ Outward pilotage -	330 3 7	By amount paid for salary of captain pilot, &c. - - - - - -	120 - -
To amount of fees received from applicants for renewal of pilots' licences (27) - - - - - - -	2 - 6	By amount paid for salary of clerk -	2 - 6
To balance provided from the revenue derived by the trustees of the Harbours of Peterhead - - -	77 11 6		
£.	739 19 2	£.	739 19 2

30 January 1894. *Patrick Irvine*, Clerk.

PORT OF ROSEHEARTY.

Pilotage is Compulsory. *Limits of District.*—Undefined.

BYE-LAWS and REGULATIONS.

Nil.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
John Buchan - - - - - -	58	William Duncan - - - - -	65
William Buchan - - - - -	36	Alexander Ritchie - - - - -	45

Note.—The pilots at this port are not licensed, but are recognised as capable of piloting a ship into the harbour.

RATES of PILOTAGE.

See p. 165 of Parl. Paper, No. 154 of 1889.

PORT OF ROSEHEARTY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam.		FOREIGN VESSELS. Not Towed by Steam.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	9	3 14 6	1	– 8 6	10	4 3 –
(2.)—OUTWARDS.						
From Harbour to Sea - - -	9	3 14 6	1	– 8 6	10	4 3 –

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for - Inward pilotage -	4 3 –	By amount paid to pilots - - -	8 6 –
Outward pilotage -	4 3 –		
£.	8 6 –	£.	8 6 –

8 February 1894. *Charles Stevenson*, Clerk.

PORT OF SANDHAVEN.

Pilotage is Compulsory. *Limits of District.—See* p. 166 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.
See p. 166 of Parl. Paper, No. 154 of 1889.

NAME of PILOT.

Charles Sim - - - - - - - - aged 72

AMOUNT received for PILOTAGE of VESSELS in 1893.
INWARDS and OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam.	
	No.	Amount.
		£. s. d.
Up to four miles - - - - - -	2	2 – –

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for inward and outward pilotage - - -	2 – –	By amount paid to pilots - - -	2 – –

13 July 1894. *Jno. Scott*, Clerk.

PORT OF STONEHAVEN.

Pilotage is partly Free, partly Compulsory. *Limits of District.*—*See* p. 168 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 168 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.
John Duncan*	71	Robert Lees	50
George Adams	75	James Pirie	43
Andrew Brown	35	William Pirie, jun.	45
Alexander Tarvet	62	Arthur Brown	49

* Captain pilot.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels.				Foreign Vessels.		Totals.	
	Coasters.		Oversea.		Oversea.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	85	32 17 6	1	– 12 –	11	4 12 –	97	38 1 6

(2.)—OUTWARDS.

From Harbour to Sea	85	28 12 –	1	– 10 –	11	4 – –	97	33 2 –

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage	38 1 6	By amount paid in respect of pilots	71 3 6
{ Outward pilotage	33 2 –		
£.	71 3 6	£.	71 3 6

10 February 1894.

D. Carr, Clerk.

PORT OF WICK.

Pilotage is Compulsory. *Limits of District.—See* Regulation 27.

REGULATIONS for PILOTS.

See p. 102 of Parl. Paper, No. 263 of 1893.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.
David Williamson*	46	James Simpson	42
Alexander M'Kay	40	Robert Taylor	36

* Pilot master.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels.				Foreign Vessels.				Totals.	
	Coasters.		Oversea.		Coasters.		Oversea.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From a line drawn from the North Head to the South Head of the Bay of Wick.	254	140 9 10½	5	5 19 1½	19	16 17 1½	21	24 17 9	299	188 3 10½

(2.)—OUTWARDS.

From the South Head of the Bay of Wick to a line drawn from the North Head.	240	132 15 -	12	13 8 4	20	17 14 -	20	18 9 -½	292	182 6 4½

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for - Inward pilotage -	188 3 10½	By amount paid in respect of pilots -	298 16 2
To gross amount received for - Outward pilotage -	182 6 4½	By amount paid in respect of pilot boats -	2 - -
To amount received for extra attendance	5 - -	By amount paid in respect of boatmen -	74 14 1
£.	375 10 3	£.	375 10 3

27 January 1894.

William Crow, Treasurer.

IRELAND.

PORT OF BELFAST.

Pilotage is Compulsory. *Limits of District.*—*See* p. 192 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See also p. 192 of Parl. Paper, No. 154 of 1889.

SUPPLEMENTAL PILOTAGE BYE-LAWS.

At the Court at Windsor, the 26th day of June 1893.

Present :—The Queen's Most Excellent Majesty in Council.

Whereas by the 333rd section of "The Merchant Shipping Act, 1854," it is enacted that it shall be lawful for every pilotage authority, by bye-law made with the consent of Her Majesty in Council, from time to time to do within its district all or any of the things specified in that behalf in the said section :

And whereas by the seventh section of "The Merchant Shipping (Pilotage) Act, 1889," it is enacted that the powers of making bye-laws conferred on a pilotage authority by the 333rd section of "The Merchant Shipping Act, 1854," shall extend to making bye-laws requiring masters or mates who hold pilotage certificates granted in pursuance of Sectiou 340 or Section 342 of that Act to contribute towards the pilotage fund of the district :

And whereas the Belfast Harbour Commissioners, being a pilotage authority for the port of Belfast within the meaning of the said Acts, have made bye-laws pursuant to Section 7 of The Merchant Shipping (Pilotage) Act :

And whereas it has been made to appear to Her Majesty that the proposed bye-laws are reasonable and proper :

Now, therefore, Her Majesty, by virtue of the powers vested in Her by "The Merchant Shipping Act, 1854," and by and with the advice of Her Privy Council, is pleased to approve of, and signify Her consent to, the said bye-laws, as set forth in the Schedule hereto annexed.

(signed) *C. L. Peel.*

SCHEDULE.

Bye-laws made by the Belfast Harbour Commissioners, the pilotage authority of the Port of Belfast, in pursuance of "The Merchant Shipping (Pilotage) Act, 1889, Section 7, and "The Merchant Shipping Act, 1854," Section 333, as to the contribution to the pilotage fund of the district to be made by masters and mates of vessels holding pilotage certificates for the Port and Harbour of Belfast, supplemental to the bye-laws for the regulation and management of the pilotage, pilots, &c., which were approved by Her Majesty in Council on the 15th August 1890.

The following supplemental bye-laws shall take effect from and after the day on which the same shall have been approved of by Her Majesty in Council, by virtue of the powers vested in Her by the Merchant Shipping Acts :—

Every master or mate to whom a pilotage certificate shall have been granted, or shall be granted, in pursuance of Section 340, or of Section 342, of "The Merchant Shipping Act, 1854," or who shall have obtained, or shall obtain, a renewal of any such certificate, shall on every occasion that he shall navigate his vessel within any part of the district over which the Belfast Harbour Commissioners, as the pilotage authority, have jurisdiction, pay to the duly appointed collector of the said Commissioners, as a contribution towards the pilotage fund of the district, 3 per cent. of the rates which would have been payable in respect of the pilotage of his vessel within such district if he had not held a pilotage certificate.

Every such master or mate, certified as aforesaid, shall, within 14 days next after the expiration of each calendar month, make a return in writing to the collector, at the office of the Belfast Harbour Commissioners, of the occasions during the calendar month immediately preceding on which he shall have navigated vessels within the said pilotage district, with the names and all needful particulars of the vessels so navigated, and shall within the same period, from time to time, pay to such collector, as aforesaid, the amounts due from him under the foregoing bye-law.

The Commissioners shall have the same powers in respect of pilotage certificates which have been granted, or shall hereafter be granted, to masters and mates, as aforesaid, as those specified in respect of pilotage licences in Bye-law No. 11 of the bye-laws now in force for the regulation and management of the pilotage, pilots, and pilot boat, and of masters and mates of vessels holding pilotage certificates for the Port and Harbour of Belfast, which were approved of by Her Majesty in Council on the 15th August 1890.

The charge of 5*l.*, which it is provided by Bye-law No. 7 of the said bye-laws of the 15th August 1890 shall be paid to the said Commissioners on the granting and renewing of pilotage certificates, shall be reduced to 2*l.*

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Robert Kennedy - -	74	John Simpson - - -	35	William J. Hutchinson * -	40
Hugh Hutchinson - -	51	Robert M'Allister - -	35	John O'Connor † - -	41
Thomas Shaw - - -	55	John M'Clelland - -	36	John Gillespie † - -	31
Robert J. Benson - -	38	Patrick M'Allister - -	34	Alexander Close ‡ - -	33
James Shaw - - -	40	Samuel Ferris - - -	39	Robinson Lindsay ‡ - -	41
William J. Simms - -	37	Alexander M'Allister -	37	James Elliott ‡ - -	21
James H. Kennedy - -	50	Daniel Benson - -	28	William Knox ‡ - -	23
James Stewart - -	35	William H. Wilson - -	28	Hugh Murdoch ‡ - -	18
William Braniff - -	37	Patrick Benson * - -	61	John Adair § - - -	28

* Pilot masters. † Mates. ‡ Boatmen. § Cook.

PORT OF BELFAST—*continued.*

RATES of PILOTAGE.

See p. 194 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
COASTERS.				OVERSEA.				COASTERS.		OVERSEA.					
Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
410	273 5 6	1,988	1,051 14 10	3	2 2 6	223	525 – 4	2	2 15 9	5	6 11 9	82	174 16 6	2,713	2,036 7 2

(2.)—OUTWARDS.

42	35 6 9	267	358 3 8	–	—	74	126 10 10	9	10 5 –	1	2 5 –	34	40 5 –	427	572 16 3

Note.—4,413 steamers arrived and departed during the year, without pilots, the masters and mates of same holding certificates, for which the total sum of 223*l.* was received.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for { Inward pilotage	2,036	7	2	By amount paid in respect of pilots	2,067	12	8
Outward pilotage	572	16	3	By amount paid in respect of pilot boats	1,175	13	11
To amount of fees received from applicants for—				By amount paid as contributions to pilots' pension or superannuation fund	121	5	–
Pilots' licences (17)	85	–	–	By amount paid to pilotage superintendent	50	–	–
Renewals of pilots' licences (10)	5	–	–	By amount paid for rent of office	25	–	–
Masters and mates' certificates (13); seven at 5*l.*, and six at 2*l.*	47	–	–	By amount paid for examiners or examinations	115	5	–
Renewals of masters and mates' certificates (85); one at 5*l.*, and 84 at 2*l.*	173	–	–				
New certificates issued—Change of service (2)	2	–	–				
Duplicate certificate issued (1)	1	–	–				
To amount received for fines and forfeitures from licensed pilots	3	11	–				
To contributions from masters and mates	60	–	–				
To balance carried to next Account	569	2	2				
£.	3,554	16	7	£.	3,554	16	7

ACCOUNT of all MONIES received and expended in respect of PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation and pension fund from pilotage certificate account	121	5	–	By amount paid for pensions or superannuations to two pilots	65	–	–
				By amount paid for pensions or superannuations to two widows	20	–	–
				By balance carried to next Account	36	5	–
£.	121	5	–	£.	121	5	–

28 February 1894.

W. A. Currie, Secretary.

PORT OF CARLINGFORD BAR.

Pilotage is Compulsory. *Limits of District.—See* p. 195 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 195 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
John M'Aver - - -	63	Donald Campbell - - -	64	George Mills - - -	38
Robert Millar - - -	57	James George - - -	43	Patrick Cunningham -	38
Henry Townley - -	57	Peter Morgan - - -	40	William Cunningham -	36
		John Maginnis - -	39	James Coffee - - -	40

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Pool in Carlingford Lough.	15	12 2 6	-	- - -	4	15 8 -	4	14 3 6	3	9 18 6	7	26 19 3	33	78 12 3

(2.)—OUTWARDS.

From Pool in Carlingford Lough to Sea.	4	5 9 -	4	5 14 -	12	3 9 -	-	- - -	2	3 - -	2	3 - -	24	20 12 -

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for -	Inward pilotage -	78 12 3	By amount paid in respect of pilots -	99 4 3
	Outward pilotage -	20 12 -		
	£.	99 4 3	£.	99 4 3

15 January 1894.

Thomas Smith, Harbour Master.

PORT OF COLERAINE.

Pilotage.—No definite particulars supplied. *Limits of District.*—*See* p. 197 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 197 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
James Doherty Andrew Logan	31 56	John Doherty, jun.	24	To pilot vessels into and out of the River Bann, within the limits of the Coleraine Pilotage District.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels. Coasters. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	British Vessels. Oversea. Towed by Steam. No.	Amount.	Foreign Vessels. Oversea. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	Totals. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the High Sea to Coleraine.	61	40 17 5	6	3 17 3	1	1 – 7	–	– – –	1	1 4 –	69	46 19 3

(2.)—OUTWARDS.

From Coleraine to the High Sea.	61	17 18 2	6	1 11 6	1	– 6 9	–	– – –	1	– 9 –	69	20 5 5

Note.—Vessels towed into the port by steam tug, unless an extra pilot is employed, are exempt from pilotage, as also steamers whose masters hold pilotage certificates.

Two vessels entered the harbour before the 31st December with pilots, but were not cleared nor the pilotage paid until the beginning of January, and they will be included in the Return for 1894.

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage	46 19 3	By amount paid in respect of pilots	124 6 10
{ Outward pilotage	20 5 5		
To balance written off to Profit and Loss Account, the deficiency being chargeable on the "Revenue" Account	65 12 2	By amount paid in respect of pilot boats	8 10 –
£.	132 16 10	£.	132 16 10

23 January 1894.

Wm. Eccles, Secretary.

PORT OF CORK.

Pilotage is Free. *Limits of District.*—*See* p. 199 of Parl. Paper, No. 154 of 1889. These limits have since been extended by "The Cork Harbour (Pilotage) Act, 1892," Section 3, *q. v.*

BYE-LAWS.

The Cork Harbour Commissioners, in pursuance of the powers vested in them by "The Cork Harbour (Pilotage) Act, 1892," at a Meeting held on this 15th day of November 1893, hereby make the following Bye-Laws, to apply within the Cork Pilotage District :—

Limits of Cork Pilotage District.

The Cork Pilotage District embraces the Port of Cork and so much of the sea not included in the port, and not within the jurisdiction of any other harbour authority, as is included within the area bounded by the southern or south-south-eastern coast of Ireland, between Knockadoon Head on the east and the Mizen Head on the west, and an imaginary line drawn from the Mizen Head in a true southerly direction, to a point twenty-four and a half miles true south of the Mizen Head, and thence running in a true easterly direction for a distance of about seventeen miles to a point twenty-three miles true south-south-east of the Fastnet Rock Lighthouse, and thence in a true east by north-half-north direction, to a point twenty-three miles south-south-east of the Old Head of Kinsale Lighthouse, thence in a true north-east by east direction to a point twenty-three miles true south-south-east of Knockadoon Head, and thence in a true north-north-westerly direction to the Knockadoon Head.

Commencement of Bye-Laws.

1. The following bye-laws shall come into force 14 days after they have been allowed by the Board of Trade, on which date all bye-laws previously made by the Commissioners in relation to pilots shall be repealed, but this repeal is not to interfere with the institution or prosecution of any proceeding in respect of any offence previously committed, or any penalty thereby incurred.

Interpretation.

2. In the construction of these bye-laws the expressions "Commissioners," "the Port," "Harbour Master," "Pilot Master," "Pilotage District," "Vessel," "Master," and "Pilot," shall have the same meanings as are assigned to them by Section 2 of "The Cork Harbour (Pilotage) Act, 1892," unless there be something in the subject or context repugnant to or inconsistent with such construction.

Pilot Master.

3. The pilotage department shall be under the general supervision of the harbour master and of a pilot master appointed by the Commissioners, who, acting under the pilot committee, shall perform such duties as shall from time to time be prescribed by the Commissioners or the pilot committee.

Pilots' Qualifications.

4. No person shall be licensed as a pilot until he shall have complied with the following conditions :—

(*a*) He must have served at least two years at sea in a sailing ship, and two years at least as a boat hand in a pilot boat, licensed for and regularly employed in the pilotage district, and during both such terms of service have borne a first-class character.

(*b*) He must not be more than 30 years of age at the time he presents himself for examination, and must produce to the Commissioners a certificate of his birth in proof of his age, provided that in the cases of persons whose names are on the list as applicants for licences on the date of the coming into force of these bye-laws the limit of age shall be 40 years, instead of 30 years.

(*c*) He must produce to the Commissioners, at the time of his examination, a Board of Trade certificate of having passed in colours.

(*d*) He must produce a medical certificate that he has been examined and passed in the following particulars :—

(1.) Hearing and sight.

(2.) Freedom from any disease or bodily infirmities calculated to interfere with his duties as a pilot.

(3.) Previous good health.

(4.) That teeth and digestion are good.

(*e*) He must be able to read and write well, and have a good knowledge of arithmetic, and must know the use of the chart and compass, and be competent to lay off a ship's course from point to point, fix the position of a ship by cross bearings, and understand the application of the variation and deviation of the compass.

(*f*) He must understand the log and the lead.

(*g*) He must be acquainted with all the south coast of Ireland, and have an intimate knowledge of the harbour and bays in the pilotage district, the depth of water and nature of bottom at all parts, and the colour, shape, and position of all buoys, beacons, light vessels, lighthouses, rocks, and shoals.

(*h*) He must know the Board of Trade regulations for preventing collisions at sea, and also all bye-laws and regulations of the port, including quarantine and explosive bye-laws.

(*i*) He must be competent to work and handle a vessel under all circumstances, to moor and unmoor, clear hawse, and berth vessels alongside wharves, and moor them in proper anchorage in the port.

(*k*) He must be familiar with the set of the tides, and must know the signals for assistance, danger, pilot, &c., and understand the working of the rocket apparatus.

Fees on Licences and Renewals.

5. On the granting of a licence to any pilot, such pilot shall pay to the Commissioners the sum of 6*l.*, and on every renewal thereof a fee of 1*l.*

Duration of Licences.

6. Pilot licences shall only remain in force for a period of one year, to be computed from the 1st November in each year, and must be renewed at the commencement of each succeeding year.

Pilot losing Licence.

7. Any pilot losing his licence shall forthwith notify the fact to the pilot master, stating the circumstances under which the licence was lost; and the Commissioners may, if they think proper to do so, issue a duplicate licence to such pilot, upon proof being given to their satisfaction of the licence having been so lost.

Masters of Pilot Boats.

Appointment.

8. The Commissioners may, during their pleasure, appoint two sea pilots to be masters of each licensed pilot boat, to take charge of such boat on alternate cruises, and may remove, suspend, and dismiss any such master or masters.

Qualification.

9. No pilot shall be eligible to be appointed a master unless he shall have been more then eight years licensed as a pilot by the Commissioners.

PORT OF CORK—*continued.*

Master not to leave Boat.

10. The master in charge for the cruise shall not leave the pilot boat during such cruise, unless absolutely necessary, but shall remain on board the entire time, and superintend the working of the boat.

Duties of Masters on return of Boats to Queenstown.

11. On the arrival of a pilot boat at Queenstown from a cruise, the master in charge shall see that she is well and carefully moored, and shall report the arrival of the boat at the harbour office. The master for the next cruise shall then assume charge of the boat, and take all necessary steps to have her ready for sea on the day appointed by the pilot master for her sailing.

Commencement of Cruise.

12. Each cruise shall be deemed to commence from the time the master takes charge of the pilot boat, and terminate when he is relieved from charge by the pilot master.

Duties of Masters in charge of Boats.

13. The master in charge shall maintain due subordination, sobriety, and good order amongst the pilots and boat hands comprising the crew of his boat. He shall in all cases where vessels require pilots immediately send pilots on board such vessels, and shall use his utmost exertions to keep his pilot boat on her station and in the fairway for boarding vessels, and shall have a watch kept day and night. He shall be held accountable for any loss to pilotage revenues by reason of any vessel which may require a pilot passing his station without being boarded. It shall be his duty to ensure that all bye-laws for the time being in force for the regulation and good management of pilots and pilot boats for the pilotage district are strictly complied with in all respects by the crew of his boat; and should any breach or non-performance thereof, or any breach or dereliction of duty occur, shall report same to the pilot master on the return of his boat to Queenstown. He shall also report any other matters of which the pilot master should be apprised.

Master in charge to keep Log.

14. The master in charge shall keep the log of his pilot boat during the cruise, recording therein daily the state of wind and weather, and all the movements of the pilot boat and pilots under his charge. The log shall be fully entered up and returned to the pilot master on the return of the pilot boat.

Duties and Privileges of Masters not in charge.

15. The master for the time being not in charge of a pilot boat shall perform the duties of a sea pilot, but shall be entitled to the privilege of being first pilot to board a vessel requiring the services of a pilot.

Supply of Water for Boat.

16. The master in charge shall, before sailing, see that a sufficient supply of fresh water is provided for his pilot boat, to last under ordinary circumstances for an entire cruise.

Delivery of Orders.

17. In all cases where orders are to be delivered to vessels the master in charge shall, upon their being consigned to his care, be responsible for their safe custody, and shall ensure that such orders shall be delivered to the vessel for which they are intended, upon the arrival of such vessel within the limits of the station in which his pilot boat may then be; and in case the vessel shall not so arrive, he shall return the orders to the harbour office on his return to Queenstown.

Pilots.

Pilot to obey Orders.

18. Every pilot shall obey and execute all orders given by the Commissioners, the pilot master and the master in charge for the time being of the boat to which he is attached; and shall also obey all orders given by the harbour masters or deputy harbour masters relative to the berthing, towing, transporting, or removing vessels under his charge.

Pilot's Uniform.

19. Every pilot upon being licensed shall immediately procure at his own expense a jacket, waistcoat, and trousers of blue cloth, with gilt buttons, with the Cork arms in relief thereon, and shall always wear such uniform, or one similar thereto, when on duty or out of doors.

Pilot Flag.

20. Every pilot shall provide himself with a flag, at least three feet long and two feet broad, and to be of two colours, the upper horizontal half white, and the lower horizontal half red. On taking charge of a vessel as a pilot, he shall cause his flag to be hoisted on board such vessel at the gaff end or other conspicuous place, and shall keep his flag continuously flying until he is discharged, or until he is relieved by another pilot.

Pilotage Rates.

21. The pilotage rates and charges shall be those for the time being made by the Commissioners, and no pilot shall under any circumstances be a party to any other rates or charges being paid or demanded.

Pilot to remove Vessel when directed by a Harbour Master.

22. A pilot who places a vessel in a berth to which a harbour master objects shall remove her to such place as the harbour master shall direct; no extra charge shall be made in respect of such removal.

Pilot not to act as Coasting Pilot.

23. No pilot shall go as a coasting pilot, except in cases of emergency.

Pilots to obey Port Bye-Laws.

24. Every pilot shall at all times, both on shore and afloat, obey all bye-laws and regulations for the time being in force for the regulation of the port and its shipping.

Conduct of Pilots.

25. Pilots shall behave themselves with strict sobriety, and with due respect towards the owners and masters of vessels under their charge.

Pilots to report any Alterations in Buoys, &c.

26. Whenever a pilot observes any alteration in any of the banks or channels, or that any buoys or beacons have been driven away, broken down, damaged, or out of place, or any circumstance affecting the safety of navigation, he shall forthwith send a statement thereof in writing to the pilot master, who shall thereupon notify same to the harbour master.

27. Pilots shall be divided into three sections, viz.:—

Sea Pilots.

Section 1.—Sea pilots, which shall include all pilots not assigned for service on the river, and who are not harbour pilots.

River Pilots.

Section 2.—River pilots, which shall include all pilots assigned for service on the river from Queenstown to Cork, and from Queenstown to Ballinacurra.

Harbour Pilots.

Section 3.—Harbour pilots, which shall include all pilots assigned for service in the lower harbour.

SECTION 1.—SEA PILOTS (NOT INCLUDING SPECIAL PILOTS).

Pilots to be divided into Crews.

28. Sea pilots shall be divided into the same number of crews as there are pilot boats for the time being employed on stations within the pilotage district, each crew to be, as nearly as practicable, similar in number.

PORT OF CORK—*continued.*

Pilot Master may change Pilots forming any Crew.

29. The pilot master may from time to time, should occasion so require, make any change in the crew of a pilot boat which he considers necessary. A pilot directed by the pilot master to change from one pilot boat to another shall immediately comply with such directions.

Pilots to be on board Pilot Boats one hour before starting, and to assist in working Boat.

30. Every pilot shall be on board the pilot boat to which he is attached at least one hour before the time appointed by the pilot master for the sailing of such boat, and shall assist in the working of the boat during the cruise, under the superintendence of the master in charge of the boat for the time being.

Boarding Vessels.

31. The pilots attached to each pilot boat shall board vessels in rotation in such order as the pilot master shall from time to time direct.

To produce Licence, &c.

32. Every pilot on boarding a vessel shall report himself to the master or person in charge of such vessel, and produce his licence, regulations, and schedule of rates.

Pilot to obtain Particulars of Tonnage, &c.

33. Every pilot before leaving a vessel shall obtain from the master, or other person in charge, a true account of the register tonnage of such vessel, and also such other information and particulars as may from time to time be required for the purpose of enabling him to complete the entries in his log.

Pilot not to board Vessels outside Station.

34. No pilot shall board any vessel outside the limits of the station, which his pilot boat for the time being is guarding, unless absolutely necessary.

Berthing of Vessels.

35. Every pilot shall, before leaving a vessel which has arrived in the port, anchor such vessel in a good and safe berth, in accordance with the bye-laws and regulations for the time being in force.

Anchoring in Fairway.

36. If from any cause a pilot is obliged to anchor a vessel in that portion of the port known as the fairway, he shall remain on board such vessel until she is shifted into a proper berth.

Pilot to obtain Certificate of Amount of Pilotage Rates.

37. Every pilot on landing from a vessel shall immediately report himself at the harbour office, Queenstown, and shall obtain a certificate of the amount of pilotage due in respect of such vessel.

Sea Pilots to give up charge at Queenstown.

38. When a vessel arrives at Queenstown from sea in charge of a sea pilot, such pilot shall give up charge at Queenstown, except in cases where such vessel proceeds to the mooring ground at Monkstown.

Provisions for Cruise.

39. Every pilot shall, before starting on a cruise, provide himself with a sufficient supply of provisions to last him, under ordinary circumstances, for such cruise.

Outward Pilotage Roster.

Outward Roster.

40. A roster shall be kept at the harbour office, Queenstown, for the names of pilots available for piloting vessels outwards, and for shifting vessels, and shall be in operation from 7 a.m. to 9 p.m.

Pilots first and second in turn to be in Attendance.

41. Pilots first and second on turn shall be in attendance at the harbour office, Queenstown, during the hours the roster is in operation (unless permitted to leave by the pilot master), and shall hold themselves in readiness to take charge of vessels requiring pilots outwards.

When Roster not in operation.

42. Should any master, owner, or agent require the services of a pilot during the hours the roster is not in operation, he shall be at liberty to call upon any pilot (not being a special pilot, or a pilot already allocated), and such pilot shall perform the services required, if within the limits of the section to which he is assigned.

Order of Pilots on Roster.

43. Every pilot who has conducted a vessel inwards, and every pilot on his return from a cruise, shall place his name at the end of the roster. When a pilot boat returns from a cruise with more than one pilot on board, the pilots arriving in such pilot boat shall place their names on the roster in the order in which they stood for boarding vessels at sea, but the master who has been in charge for such cruise shall be placed last of his crew.

Pilot first on Roster to be entitled to first Pilotage outwards.

44. It shall be the duty of the pilot whose name stands first on the roster (subject as hereinafter mentioned) to take the first outward pilotage offering.

Pilots' Names struck off the Roster the evening previous to sailing.

45. On the evening previous to the day appointed for the sailing of a pilot boat the names of all pilots attached to such boat shall be struck off the roster, and it shall be the duty of the master in charge to see that the provisions of this bye-law are strictly complied with.

Pilot to remove his Name to end of Roster.

46. A pilot on being allocated to a vessel shall remove his name to the end of the roster.

Pilot who has conducted Vessel inwards to pilot Vessel out.

47. It shall be the duty of every pilot who has conducted a vessel inwards to pilot such vessel outwards, provided the master of such vessel applies for his services, and the pilot is in port.

Pilot to take charge in certain events.

48. When any vessel in the port makes a signal for a sea pilot, any sea pilot in the vicinity shall immediately proceed to such vessel and perform the services required.

Pilot first on turn to notify Pilot third on turn.

49. In every case where a pilot first on turn is about to take charge of a vessel outwards he shall notify the fact to the pilot third on turn.

Master to strike his Name off Roster.

50. On a master of a pilot boat taking charge of such boat, he shall strike his name off the roster.

River Pilots.

51. River pilots shall be divided into two sections, viz.:—

(*a*) Cork river pilots.

(*b*) Ballinacurra river pilots.

SECTION A.—CORK RIVER PILOTS.

Limits of Pilotage.

52. Cork river pilots shall only pilot vessels proceeding from Queenstown or Passage to any point above the Monkstown mooring ground, or from Cork or Passage to any point further down the river, or to sea direct.

To board Vessels between Bar Rock Buoy and Harbour Office, Queenstown.

53. On a vessel arriving in port from sea, not stopping at Queenstown, and requiring the services of Cork river pilot, such pilot shall board her between the Bar Rock Buoy and the harbour office at Queenstown. Should such vessel anchor at Queenstown, he shall board her at her anchorage, unless otherwise directed by the harbour master or pilot master.

PORT OF CORK—*continued.*

To give up charge.

54. In the case of any vessel arriving at Queenstown from Cork, or any point below Cork, and remaining at Queenstown for more than six hours, the Cork river pilot in charge of such vessel shall give up charge at Queenstown, unless otherwise directed by the pilot master.

Cork River Pilotage Roster.

To Pilot Vessels in order on Roster.

55. A separate roster shall be kept for the Cork river pilots, who shall pilot vessels requiring their services in the order specified on such roster.

Pilots first and second on turn.

56. The pilots first and second on the roster shall keep a constant look-out both day and night, at Queenstown, relieving each other for rest.

Pilot third on turn.

57. The pilot third on the roster shall be at the harbour office at Queenstown at 9 a.m., and shall remain until 6 p.m.

Pilots required for Service to report.

58. On a pilot first on turn being required for service, he shall immediately notify the pilot second on turn, who shall then notify the pilots third and fourth on turn. In case of any other pilot being so required, he shall report same at the harbour office before leaving Queenstown.

Pilot who has conducted Vessel to Cork to take her to Sea.

59. When a pilot conducts a vessel to Cork, the same pilot shall pilot such vessel outwards from Cork (provided such vessel requires a pilot outwards), unless otherwise directed by the harbour master or pilot master.

Pilot to ascertain Date of Departure of Vessel.

60. In every case, when a pilot conducts a vessel to Cork, he shall ascertain the probable date of the departure of such vessel, and shall hold himself in readiness to pilot such vessel outwards, should his services be required for that purpose, unless otherwise directed by the harbour master or pilot master.

SECTION B.—BALLINACURRA RIVER PILOTS.

Pilots to be in readiness.

61. Pilots for the time being attached to the Ballinacurra river pilotage shall at all times be in readiness to pilot vessels requiring their services from Queenstown to Ballinacurra, or from Ballinacurra to Queenstown or sea.

SECTION C.—HARBOUR PILOTS.

Duties.

62. Harbour pilots shall be continuously on the sea pilotage roster, and shall take their turn for duty in accordance therewith.

Not to go in Pilot Boats.

63. They shall not be required to proceed to sea in pilot boats.

Special Pilots.

Appointment of.

64. The Commissioners may from time to time allocate any pilot or pilots for the pilotage of any vessel or vessels belonging to any person or persons, and such pilots shall, during such service, be termed special pilots.

To give their exclusive Services.

65. Special pilots shall give their exclusive services (subject as in the next bye-law mentioned) to the vessels belonging to such owner, but shall conform to all orders and directions which may from time to time be given by the Commissioners, the harbour master, or the pilot master.

Special Pilots may take charge of Vessels in certain cases.

66. In cases of emergency, when a vessel makes a signal for a pilot, and the services of a pilot (other than a special pilot) are not available, a special pilot shall be at liberty to take charge of such vessel.

To obey Bye-Laws, &c.

67. Special pilots shall be subject to the orders and directions of the pilot master, and to the bye-laws and regulations of the port, and shall obey and conform to the lawful instructions of the owners of vessels to whose service they are for the time being allocated, and of the agents of such owners, and the masters of such vessels.

Pilot Boats.

Selection.

68. The vessels (in these bye-laws referred to as pilot boats) which shall be engaged in the pilotage service of the Cork pilotage district, shall be those from time to time appointed by the Commissioners.

Order of Cruising.

69. The pilot boats shall cruise in the order and manner hereinafter specified.

Boat Licences.

70. No boat shall be employed as a pilot boat until she has been licensed by the Commissioners, and the Commissioners may cancel any pilot boat's licence whenever they think fit.

Equipment of Boats.

71. Every pilot boat shall be fitted out and provided with such sails, tackle, gear, fittings, charts, articles, and equipments as shall be from time to time required by the Commissioners, their harbour master, or pilot master.

Characteristics.

72. Every pilot boat shall be distinguished by the following characteristics, that is to say :—

(1.) She shall be painted black outside, with white topsides.

(2.) On her stern the name of the owner thereof, and the name of the port to which she belongs, painted in white letters at least one inch broad by three inches long, and on each bow the number of the licence of such boat.

(3.) When afloat, a flag at the masthead, or on a sprit or staff, or in some other equally conspicuous position; such flag to be of large dimensions compared with the size of the boat carrying the same, and to be of two colours, the upper horizontal half white, and the lower horizontal half red.

Working of Pilot Boats.

Turns for Sea Duty.

73. Pilot boats shall take their turn for sea duty in such rotation as shall from time to time be prescribed by the pilot master.

Dates for proceeding to Sea.

74. They shall, under ordinary circumstances, proceed to sea twice a week, namely, on Tuesdays and Fridays, at 9 a.m. When, however, occasion so requires, they shall proceed to sea whenever the pilot master shall direct.

Stations.

75. A pilot boat, on commencing a cruise, shall proceed to the Mizen Head Station, where she shall remain until relieved by another pilot boat. When so relieved, she shall proceed to the Galley Head Station and relieve the pilot boat on duty there. The pilot boat so relieved shall then proceed to the Kinsale Head Station and relieve the pilot boat on duty there. The pilot boat so relieved shall then proceed to the Harbour Station and relieve the pilot boat on duty there. The pilot boat so relieved shall then return to Queenstown.

Pilot Boat to return when all Pilots boarded.

76. When a pilot boat has boarded all her available pilots she shall return to Queenstown, signalling the other pilot boats as she passes them. The master in charge of such boat shall also report to the pilot master through the nearest signal station.

Pilot Boat to guard two Stations in certain events.

77. In the event of any station being left without a pilot boat, the boat on the nearest eastern station shall, until the arrival of a pilot boat, guard both stations, and shall be entitled to send pilots on board vessels on both such stations.

PORT OF CORK—*continued.*

Master to report when Boat obliged to leave Station.

78. When a pilot boat is obliged by stress of weather, or other inevitable circumstance, to leave her station, the master in charge shall, if practicable, report same to the pilot master through the nearest signal station; and such boat shall return to her station as soon as possible, if in a fit state to do so.

When Pilot Boat rendered unfit for Service.

79. When a pilot boat is rendered unfit for service by accident or otherwise, the master in charge shall at once communicate with the pilot master, and shall take all necessary precautions for the safety of the boat and crew.

Boat Signals.

80. Pilot boats, when engaged on station duty, shall exhibit the signals prescribed by the Board of Trade Rules and Regulations for pilot boats so engaged.

Boat Hands to devote their time exclusively to Pilotage Service, and obey Orders, &c.

81. All persons employed by the Commissioners as boat hands for service in pilot boats shall, both at sea and while on shore, obey and conform to all orders and directions of the harbour master, pilot master, and the master in charge of the pilot boat to which for the time being they are attached, and shall, while in the employment of the Commissioners, devote their time exclusively to the service of the pilot boats, and the repairs and maintenance of same, and their tackle, apparel, and furniture.

Remuneration.

82. The remuneration to be paid to such boat hands shall be from time to time prescribed by the Commissioners.

Pilotage Certificates Fees.

83. The fee payable for the granting of a pilotage certificate to a master or mate shall be 6*l.*, and on every renewal thereof, 1*l.* Provided that when a new certificate is issued to a master or mate in place of an existing certificate to the same master or mate, no charge shall be made for the issue of such new certificate.

General.

Pilots to obey Bye-Laws.

84. All pilots and boat hands shall in all cases strictly conform to and obey all and every of the bye-laws applying to them respectively for the time being in force in the Cork pilotage district, and shall, for every offence against any of such bye-laws, be liable to a penalty of not exceeding 10*l.* They shall also be subject to fine or dismissal at the discretion of the Commissioners.

Pilot guilty of dereliction of Duty to be suspended.

85. The pilot master shall, with the sanction of the harbour master, in all cases where a pilot is accused of any serious dereliction of duty, suspend such pilot until the case has been investigated. Every pilot who has been so suspended shall immediately deliver up his licence to the pilot master, and shall not act as a pilot while under suspension.

86. The harbour master shall, whenever he considers expedient, report to the Commissioners any pilot who, in his opinion, should undergo a re-examination as to his fitness to retain his licence.

Boat Hands to obey Orders.

87. Any boat hand who does not obey and conform to all orders and directions of the pilot master or the master in charge, or who does not well and faithfully perform and carry out all duties imposed upon him, or who does not conduct and demean himself in all respects to the entire satisfaction of the pilot master and the master in charge, shall be liable to immediate dismissal by the pilot master.

Rates and Charges to be collected by Pilots and paid into Harbour Office.

88. All pilotage rates and charges for services of pilots payable in respect of any vessel shall be paid into the harbour office at Cork or Queenstown, upon the completion of the service in respect of which the rates or charges have become payable, provided that any rates or charges which shall be collected by the pilot who has performed the service for which such rates or charges are payable shall be immediately paid by such pilot into the harbour office at Queenstown when so collected.

Pilots to obey all Orders of Pilot Master.

89. Notwithstanding anything contained in these bye-laws, or any other bye-laws for the time being in force for the regulation of the pilotage service, pilots shall obey and conform to all orders and directions from time to time given or directed by the Commissioners, the harbour master, or pilot master.

Selection of Pilots to be at discretion of Commissioners.

90. The number of pilots and their selection for any branch of the service, or for the crew of any pilot boat, shall be at the discretion of the Commissioners, who may from time to time alter or vary such number or selection, and may transfer any pilot from one branch to another, or from one pilot boat to another.

Given under the common seal of the Cork Harbour Commissioners, the day and year first herein written.

Seal of the Cork Harbour Commissioners.

By Order,

William Donegan, Secretary.

The above Bye-Laws were allowed by the Board of Trade on the 7th day of December 1893.

C. Cecil Trevor,
Assistant Secretary to the Board of Trade.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Murphy	48	John Whelan	47	Michael Leahy	48
John Walsh	47	John Cotter	40	Daniel Cashman	43
Daniel Steptoe	43	Bartholomew Mulcahy	59	Samuel Dunn	38
Patrick Harris	46	Thomas Lynch	58	Edmund Butler	54
James Bransfield	45	John Halloran	39	James Courtney	54
John Barry	44	James Lynch	47	James Walker	45
James Whelan	46	James Saunders	44	Thomas Barry	59
James Nash	49	Ambrose Walsh	35	Michael Lynch	54
William Hawkins	47	John Allen	56	William Mulligan	64
Robert Walsh	44	Michael Lynch	38	John Sullivan	46
David Oakley	46	William Smith	52	Charles Ellis	34

PORT OF CORK—*continued.*

NAMES of PILOTS—*continued.*

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Horigan	53	*Ballinacurra.*		*Captains holding Certificates* —continued.	
John Dunn	39	Maurice Walsh	33	Thomas Robertson	66
Thomas Martin	50	John Fenton	50	T. Simmelkiar	61
Denis Murphy	56			L. G. Star	60
Stephen Downey	44	*Captains of Steamships holding Certificates.*		James Williams	35
John Allen	50			Robert Johnston	46
John Saunders	61	Henry Hoare	46	Arthur Wheeler	52
Stephen Walker	40	John Clery	40	William Love	36
John Nash	51	David Boyd	46	James Tait	48
River Pilots.		Thomas Whipp	38	William Malcolm	40
Edward Cotter	65	William Laing	37	Laurence O'Toole	55
William Regan	47	Edward Davies	45	Donald Henderson	43
Edward Lynch	52	John Hetherington	51	James M. Browne	49
William Brown	38	U. R. Boate	42	Frank M'Menemy	40
John Lamb	49	William J. Nicholls	57	Thomas E. Perry	51
John Cotter	50	Joseph Walsh	35	John Davidson	45
Thomas Saunders	39				

Total number of Pilots:—

Authorised number	50	Issued	46	
Ballinacurra	2	„	2	
Special pilots	3	„	3	
	55		51	Exclusive of Captains of Steamships holding Certificates.

RATES FOR PILOTAGE IN THE CORK PILOTAGE DISTRICT.

TABLE I.—INWARD TO QUEENSTOWN, OR TO ANY INTERMEDIATE POINT WITHIN THE PILOTAGE DISTRICT.

In respect of Vessels	Mizen Head Station. From any point in the Pilotage District between a straight line drawn from the Mizen Head in a true southerly direction, and a straight line drawn from the Galley Head in a true south south-easterly direction.	Galley Head Station. From any point in the Pilotage District between a straight line drawn from the Galley Head in a true south south-easterly direction, and a straight line drawn from Kinsale Head in a true south south-easterly direction.	Kinsale Head Station. From any point in the Pilotage District between a straight line drawn from Kinsale Head in a true south south-easterly direction, and a straight line drawn from Knockadoon Head in a true south south-easterly direction, and not being in the Harbour Station.	Harbour Station. From any point in the Pilotage District north of a straight line joining Cork Head and Poor Head, except as hereinafter provided.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Under 80 tons	– 13 10	– 13 2	– 12 7	– 12 –
Amounting to 80 and not amounting to 120 tons	1 6 –	1 4 10	1 3 9	1 2 7
„ 120 „ „ 160 „	1 14 8	1 13 2	1 11 8	1 10 2
„ 160 „ „ 220 „	2 6 2	2 4 2	2 2 2	2 – 2
„ 220 „ „ 300 „	3 9 2	3 6 2	3 3 2	3 – 2
„ 300 „ „ 400 „	4 – 9	3 17 3	3 13 9	3 10 3
„ 400 „ „ 500 „	4 12 3	4 8 3	4 4 3	4 – 3
„ 500 „ „ 600 „	5 1 6	4 17 1	4 12 8	4 8 3
„ 600 „ „ 700 „	5 10 10	5 6 –	5 1 2	4 16 4
„ 700 „ „ 800 „	6 – –	5 14 9	5 9 7	5 4 4
„ 800 „ „ 900 „	6 9 2	6 3 7	5 17 11	5 12 4
„ 900 „ „ 1,001 „	6 18 5	6 12 5	6 6 5	6 – 5

PORT OF CORK—*continued.*

RATES FOR PILOTAGE IN THE CORK PILOTAGE DISTRICT—*continued.*

In respect of vessels over 1,000 tons and not exceeding 3,000 tons, the following rates to be added to the above :—

For every 100 tons, and fraction of 100 tons not being less than 50 tons, between 1,000 tons and 3,001 tons—

	s.	d.		s.	d.
From the Mizen Head Station - -	7	6	From the Kinsale Head Station - -	6	10
„ Galley Head „ - -	7	2	„ Harbour „ - -	6	6

And in respect of vessels over 3,000 tons, the following rates to be added to the above :—

For every 100 tons, and fraction of 100 tons not being less than 50 tons, over 3,000 tons—

	s.	d.		s.	d.
From the Mizen Head Station - -	3	9	From the Kinsale Head Station - -	3	5
„ Galley Head „ - -	3	7	„ Harbour „ - -	3	3

As to the Harbour Station.—From any point north of a straight line joining Templebreedy Church and Roche's Point, half of the above rates shall only be payable. In respect of any vessel not entering the Harbour Station, three-fourths only of the above rates shall be payable.

TABLE II.—OUTWARD TO SEA.

In respect of Vessels	From Cork to Sea.	From Passage to Sea.	From Queenstown to Sea.
	£. s. d.	£. s. d.	£. s. d.
Under 80 tons - - - - - - - - - -	- 9 -	- 5 4	- 4 -
Amounting to 80 and not amounting to 120 tons - - -	- 12 -	- 8 5	- 7 7
„ 120 „ „ 160 „ - - -	- 16 9	- 13 5	- 10 -
„ 160 „ „ 220 „ - - -	1 - -	- 16 8	- 13 5
„ 220 „ „ 300 „ - - -	1 13 5	1 6 9	1 - 1
„ 300 „ „ 400 „ - - -	1 16 9	1 10 1	1 3 4
„ 400 „ „ 500 „ - - -	2 - 2	1 13 5	1 6 9
„ 500 „ „ 600 „ - - -	2 5 6	1 18 9	1 12 1
„ 600 „ „ 700 „ - - -	2 10 10	2 4 2	1 17 5
„ 700 „ „ 800 „ - - -	2 16 2	2 9 6	2 2 10
„ 800 „ „ 900 „ - - -	3 1 6	2 14 10	2 8 2
„ 900 „ „ 1,001 „ - - -	3 6 11	3 - 2	2 13 6

In respect of vessels over 1,000 tons, the following rate to be added to the above :—

For every 100 tons, and fraction of 100 tons not being less than 50 tons, over 1,000 tons, the sum of 4*s.* 3*d.*

TABLE III.—RIVER PILOTAGE.

In respect of Vessels	Queenstown to Cork.	Cork to Queenstown.	Passage to Cork or any intermediate Point.	Cork to Passage or any intermediate Point.	Queenstown to Passage or any intermediate Point.	Passage to Queenstown or any intermediate Point.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Under 80 tons - - - - - - - -	- 9 8	- 6 5	- 6 5	- 4 4	- 6 5	- 4 4
Amounting to 80 and not amounting to 120 tons	- 13 5	- 8 7	- 8 7	- 6 9	- 8 7	- 6 1
„ 120 „ „ 160 „	- 16 -	- 10 8	- 10 8	- 7 2	- 10 8	- 7 2
„ 160 „ „ 220 „	- 18 9	- 12 10	- 13 5	- 8 11	- 13 5	- 8 11
„ 220 „ „ 300 „	1 1 5	- 14 3	- 18 9	- 13 7	- 16 -	- 10 8
„ 300 „ „ 400 „	1 12 1	1 1 5	1 1 5	- 14 3	- 18 9	- 12 10
„ 400 „ „ 500 „	1 17 5	1 5 -	1 6 9	- 17 10	1 1 5	- 14 3
„ 500 „ „ 600 „	2 - 2	1 6 9	1 9 5	- 19 7	1 4 1	- 16 -
„ 600 „ „ 700 „	2 2 10	1 8 7	1 12 1	1 1 5	1 6 9	- 17 10
„ 700 „ „ 800 „	2 5 6	1 10 4	1 14 9	1 3 2	1 9 5	- 19 7
„ 800 „ „ 900 „	2 8 2	1 12 1	1 17 5	1 5 -	1 12 1	1 1 5
„ 900 „ „ 1,001 „	2 10 10	1 13 11	2 - 2	1 6 9	1 14 9	1 3 2

In respect of vessels over 1,000 tons, the following rate to be added to the above :—

For every 100 tons, and fraction of 100 tons not being less than 50 tons, over 1,000 tons, the sum of 2*s.* 8*d.*

Queenstown to Ballinacurra Quays, or to any point above East Ferry, the same rates as Queenstown to Cork.

Ballinacurra Quays to Queenstown, or to any point between East Ferry and Queenstown, the same rates as Cork to Queenstown.

Queenstown to East Ferry, Aghada, or Crosshaven, the same rates as Queenstown to Passage.

East Ferry, Aghada, or Crosshaven, to Queenstown, the same rates as Passage to Queenstown.

PORT OF CORK—*continued.*

RATES FOR PILOTAGE IN THE CORK PILOTAGE DISTRICT—*continued.*

Rates for shifting Vessels within the Pilotage District.

In respect of every vessel of 500 tons or under, 10*s.*; between 500 tons and 1,000 tons, 15*s.*; 1,000 tons and over, 20*s.*

For mooring each vessel 5*s.*, except in the case of vessels under 300 tons being moored alongside any quay or wharf, when the charge shall only be 2*s.* 6*d.*

Charges for Detention.

For each day or part of a day, during which pilot is detained, 5*s.*

N.B.—All pilotage rates and charges are payable to the Cork Harbour Commissioners. They may be paid either into the harbour office at Cork, or Queenstown, or to the pilot who rendered service, on his producing a certificate from the harbour office of amount of rates due.

In the foregoing Tables of this schedule the register tonnage of vessels is referred to in each instance, except in the case of steam vessels not using their steam propelling power, in which case the gross tonnage is referred to.

For the purposes of this schedule, the expression "Queenstown" means the anchorage for vessels in Cork Harbour, east of a straight line drawn from White Point to the eastern shore of Fort Camden, west of a straight line drawn from the Priory to Corkbeg House, and north of a straight line joining the northern shores of Forts Camden and Carlisle.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Queenstown	7	18 12 –	–	– – –	261	1,979 12 7	137	1,126 1 2	151	810 16 –	51	335 – 6	607	4,270 2 3
From Sea to Passage	–	– – –	–	– – –	39	284 7 11	10	63 6 5	11	60 6 4	17	81 16 6	77	489 17 2
From Queenstown to Cork	97	98 12 9	1	– 8 11	62	143 12 5	13	34 15 9	3	4 6 10	16	33 11 4	192	315 8 –
From Passage to Cork	–	– – –	–	– – –	36	87 10 1	11	22 6 2	5	7 10 11	25	41 17 2	77	159 4 4
TOTAL	104	117 4 9	1	– 8 11	398	2,495 3 –	171	1,246 9 6	170	883 – 1	109	492 5 6	953	5,234 11 9

(2.)—OUTWARDS.

From Cork to Passage	–	– – –	–	– – –	–	– – –	7	12 19 1	–	– – –	5	7 4 10	12	20 3 11
From Cork to Queenstown or Sea	75	48 6 8	–	– – –	95	238 1 9	12	26 8 10	11	18 5 2	25	40 13 5	218	371 15 10
From Passage to Sea	–	– – –	–	– – –	2	7 5 10	6	28 2 3	1	4 5 8	6	15 9 7	15	55 3 4
From Queenstown to Sea	2	2 – 2	–	– – –	58	190 12 9	131	482 14 4	33	68 14 5	48	144 9 6	272	888 11 2
TOTAL	77	50 6 10	–	– – –	155	436 – 4	156	550 4 6	45	91 5 3	84	207 17 4	517	1,335 14 3

Note.—426 Transatlantic steamers arrived. Pilotage paid amounted to 765*l.* Each Transatlantic company has a special agreement with the Cork Harbour Commissioners for the services of a special pilot.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account	20 15 6	By amount paid in respect of pilots (sea and river)	6,248 7 4
To gross amount { Inward pilotage	5,234 11 9	By amount paid in respect of pilot boats	638 12 9
received for { Outward pilotage	1,335 14 3	By amount paid as contribution to pilots' pension or superannuation fund	76 – –
To amount of fees received from applicants for masters' and mates' certificates (5)	30 – –	By other expenses of pilotage authority:	
To amount of fees received from applicants for renewal of masters' and mates' certificates	43 – –	Cheque book	– 4 2
To amount received for fines and forfeitures from licensed pilots	5 – –	Miscellaneous	– 1 –
To amount received from Transatlantic Steamship Companies for special pilots	744 4 6	By amount paid for examiners or examinations	2 – –
To amount received as pilot boat's share of salvage	2 10 –	By balance carried to next account (at Bank of Ireland)	450 10 9
£.	7,415 16 –	£.	7,415 16 –

PORT OF CORK—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION and SICK FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount brought forward from 1892	2,540	3	8	By cash to 12 pensioners	226	4	–
To pilots' subscriptions	165	5	–	By cash to 13 sick	80	10	–
To pilots' subscriptions still owing	37	10	–	By cash to doctor	30	–	–
To fines	5	–	–	By cash to capital invested	2,630	18	–
To Clyde Shipping Company, captains' fees for 1893	26	–	–	By cash to examination fees	2	–	–
To Cork Corporation Shipping Pilotage Company, captains' fees for 1893	17	–	–	By pilots' subscription still owing	37	10	–
To interest for one year ending 5th October 1893, on 165*l.* 18*s.*, Government Stock	4	8	8				
To interest for one year on 465*l.*, Great Southern and Western Railway Stock	23	4	2				
To interest for one year on 2,000*l.*, Cork Corporation Stock	68	2	1				
To five licences and certificates at 6*l.*	30	–	–				
To due Provincial Bank, Cork, 31st December 1893	90	8	5				
£.	3,007	2	–	£.	3,007	2	–

Statement of Investment of Capital :—

	£.	s.	d.
In Corporation Stock	2,000	–	–
In Great Southern and Western Railway Stock	465	–	–
In Government Stock	165	18	–
£.	2,630	18	–

11 May 1894. *William Donegan*, Secretary.

PORT OF DUBLIN.

Pilotage is Compulsory. *Limits of District.*—*See* p. 206 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 206 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages	Names.	Ages.	Names.	Ages.
Joseph Archbold	63	John Bowes	51	William Gallagher	41
James Byrne	50	Matthew Farrell	46	Michael Tallant	49
Peter Tallant	56	John Warren (1)	44	Thomas Tallant	40
James Gallagher	39	Thomas Doyle (1)	44	Thomas Connor	35
William Warren	45	Robert Erno	42	John Chute	39
Christopher Tallant	61	Thomas Doyle (2)	39	John Giles	25
Peter Glynn	50	Patrick Murray	44	Phillip Dunn	31
Joseph Warren	60	Peter Cullen	37	Edward Gilmartin	35
Thomas Roche	50	James Hanlon	36	John Murray	25
Terence Smyth	57	John Warren (2)	41		

NAMES of ASSISTANTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
John Beers	16	Christopher Gallagher	30	John Tallant	19
John Byrne	18	Michael Smyth	17	James Murray	15

RATES of PILOTAGE.

See p. 209 of Parl. Paper, No. 154 of 1889.

PORT OF DUBLIN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	TOTALS. No.	Amount. £. s. d.
From Outside to Dublin	597	771 18 9	89	294 14 6	–	– – –	70	236 17 –	756	1,303 10 3
From Inside to Dublin	770	551 15 6	99	226 – 6	5	5 12 –	27	166 2 6	901	949 10 6
From Outside to Kingstown	65	82 10 –	1	2 9 6	–	– – –	–	– – –	66	84 19 6
From Inside to Kingstown	85	54 9 –	2	3 16 –	–	– – –	2	4 8 –	89	62 13 –
TOTAL	1,517	1,460 13 3	191	527 – 6	5	5 12 –	99	407 7 6	1,812	2,400 13 3

(2.)—OUTWARDS.

From Docks and Quays to Poolbeg Lighthouse	661	336 4 –	27	20 19 –	10	8 4 6	20	16 5 6	718	381 13 –

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for Inward pilotage	2,400 13 3	By balance from 1892	9,275 11 10
Outward pilotage	381 13 –	By amount paid in respect of pilots (outwards and inwards)	2,179 – 1
To amount of fees received from applicants for pilots' licences (4)	4 4 –	By amount paid in respect of pilot boats	301 10 11
To amount of fees received from applicants for masters' and mates' certificates (13)	44 5 –	By amount paid in respect of contributions to pilots' pension or superannuation fund	249 16 2
To amount of fees received from applicants for renewals of masters' and mates' certificates (108)	108 – –	By other expenses of pilotage authority:	
To amount received for fines and forfeitures	5 – –	Rents	42 3 7
To amount received as rents for pilot cottages, Bullock	52 7 –	Clothing	82 8 11
To debit balance to next account	9,464 1 3	Travelling home to station	41 18 –
		Incidents	37 14 –
		By amount paid for superintendent	250 – –
£.	12,460 3 6	£.	12,460 3 6

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance from 1892	1,110 4 10	By amount paid for pensions or superannuations to pilots (12)	416 – –
To amount received as contribution to superannuation and pension fund from pilots	80 1 2	By amount paid for pensions or superannuations to widow (1) gratuity	12 10 8
To interest on investments	52 3 7	By balance carried to next account:	
To contribution from the Dublin Pilotage and Docks Board	92 6 2	Invested in Ballast Office Debentures and Midland Great Western Railway Debenture Stock	1,063 15 9
To fees on licence renewals in 1892 and fines	157 10 –		
£.	1,492 5 9	£.	1,492 5 9

10 February 1894.

N. Proud, Secretary.

PORT OF GALWAY.

Pilotage is Compulsory from Roadstead to Dock, and *vice versâ*. In the Bay it is Free.

Limits of District.—See p. 106 of Parl. Paper, No. 181 of 1890.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 106 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Neil Delargy, sen.	53	John Folan	30	John Joyce	43
Neil Delargy, jun.	30	Anthony Flaherty	42	Patrick Joyce	42
Francis Fowler	48	Thomas Gill	37	Michael O'Donnell	37
Michael Walsh	47	Bartholomew Conneely	37	John O'Donnell	38
Gregory Yorke	26	Michael Hernon	37	Thomas Corless	45
Thomas Allan	54	Patrick Hernon	32	John Griffin	36
John Cook	31	Stephen Joyce	45	Edward O'Laughlin	36

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels.						Foreign Vessels.		Totals.	
	Coasters.				Oversea.		Oversea.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roadstead to Dock	137	95 3 6	11	7 14 –	11	27 10 –	5	12 10 –	164	142 17 6

(2.)—OUTWARDS.

From Dock to Roadstead	137	95 3 6	11	7 14 –	11	27 10 –	5	12 10 –	164	142 17 6

Note.—Twenty vessels took pilots from Arran Island to Roadstead; pilotage paid, 106 *l.* 17 *s.* 6 *d.*

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for	Inward pilotage	285 15 –	By amount paid to pilots	392 12 6
	Outward pilotage	106 17 6		
	£.	392 12 6	£.	392 12 6

5 March 1894.

Robt. Stephens, Secretary.

PORT OF LIMERICK.

Pilotage is Free. *Limits of District.*—*See* p. 212 of Parl. Paper, No. 154 of 1889

REGULATIONS.

See p. 212 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Limerick District.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Michael Hanrahan	53	John Hanrahan	43	John Kelly	37
John Joyce	50	Michael Joyce	42	Michael Reynolds	36
Denis Behan	49	Timothy Hanrahan	38	James Hanrahan, jun.	34
James Hanrahan	48	Charles Hanrahan	33	John Fitzmaurice *	29
Thomas Mahony	48	Cornelius Behan	37	Martin Purtill †	70

* Captain of a Steamer. † Employed in Small Boats.

Captains' Licences.

Names.	Ages.	Names.	Ages.	Names.	Ages.
John Hetherington	48	William Goggin	41	James Williams	34
John Whip	38	James Taite	47		

Western District.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Felix Brennan	69	Patrick Scanlan	39	Patrick Cahill	59
Patrick Brennan	60	John Melican	38	John M'Donnell	46
Michael M'Mahon	51	Patrick Brennan	59	Daniel Behan	42
Sinan Scanlan	49	Thomas M'Namara	53	James Keating	54
Sinan Griffin	49	Michael Brennan	45	Denis O'Keeffe	57
Patrick Brennan	42	Patrick M'Namara	42	James Martin	52
Michael Melican	43	Denis Behan	68		

RATES of PILOTAGE.

See p. 109 of Parl. Paper, No. 181 of 1890, and also p. 106 of Parl. Paper, No. 212 of 1892.

PORT OF LIMERICK—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Loophead to Limerick	–	– – –	–	– – –	11	175 7 3	9	133 10 5	–	– – –	1	3 10 –	–	– – –	6	68 5 9	27	380 13 5
From Kilcloghor to Limerick	–	– – –	–	– – –	6	75 6 2	5	74 3 4	–	– – –	2	7 – –	1	5 1 5	1	9 7 3	15	170 18 2
From Kilcredane to Limerick	7	26 10 –	–	– – –	11	120 13 6	4	41 1 2	–	– – –	–	– – –	–	– – –	6	56 13 7	28	244 18 3
From Scattery to Limerick	130	253 6 3	11	23 16 3	2	18 7 –	3	28 4 2	5	17 5 7	–	– – –	–	– – –	1	7 9 6	152	348 8 9
From Grass Island to Limerick.	38	16 16 9	16	7 12 3	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	54	24 9 –
TOTAL - - -	175	296 13 –	27	31 8 6	30	389 13 11	21	276 19 1	5	17 5 7	3	10 10 –	1	5 1 5	14	141 16 1	276	1,169 7 7

(2.)—OUTWARDS.

From Limerick to Grass Island.	–	—	–	—	–	—	–	—	–	—	–	—	–	—	–	—	–	—
From Limerick to Scattery -	173	333 4 5	23	40 16 –	29	223 13 2	8	55 18 5	6	27 4 –	1	3 – –	–	– – –	–	– – –	240	683 16 –
From Limerick to Kilcredane	–	– – –	–	– – –	12	123 14 6	7	58 19 3	1	4 7 3	–	– – –	–	– – –	–	– – –	20	187 1 –
From Limerick to Kilcloger	–	– – –	–	– – –	1	11 12 5	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	11 12 5
From Limerick to Loophead	–	– – –	–	– – –	2	32 8 5	2	13 10 –	–	– – –	2	17 7 –	–	– – –	–	– – –	6	63 5 5
TOTAL - - -	173	333 4 5	23	40 16 –	44	391 8 6	17	128 7 8	7	31 11 3	3	20 7 –	–	– – –	–	– – –	267	945 14 10

Note.—The fixed stations down the river is Scattery, and at Limerick, Grass Island. Vessels coming up exchange pilots at Grass Island, but going down they do not change until they reach Scattery. Beyond Scattery are called distances.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for { Inward pilotage -	1,169 7 7	By amount paid in respect of pilots' travelling expenses - - - - -	271 12 1
{ Outward pilotage -	945 14 10	By amount paid in respect of pilot boats and other stations - - - - -	153 16 1
To amount of fees received from applicants for renewals of pilots' licences (1) - - -	2 12 –	By amount of incidental expenses attending stations - - - - - - - -	8 19 9
To amount received from applicants for masters' and mates' certificates - - -	– 4 –	By amount paid as contributions to pilots' pension or superannuation fund - -	54 3 10
		By amount paid to Bristol Pilot Association - - - - - - - -	20 15 6
		By amount of subscriptions to pay cost of pilot boat - - - - - - -	63 – –
		By other expenses of pilotage authority:	
		Subscriptions for interment - -	10 – –
		Repairs to boat - - - - -	4 9 6
		Pilots expenses to Limerick from Western Station - - - -	5 – –
		Law costs - - - - - - -	2 3 6
		By balance of amount distributed to pilots monthly - - - - - - -	1,523 18 2
£.	2,117 18 5	£.	2,117 18 5

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount received as contribution to superannuation and pension fund from pilots - - - - - - - -	54 3 10	By amount paid for pensions or superannuations to pilots (3) - - - -	54 3 10
£.	54 3 10	£.	54 3 10

The pilots have no benefit fund. The net receipts of each month are distributed in full at end of each month.

19 February 1894. *James Harris*, Secretary.

PORT OF LONDONDERRY.

Pilotage is Compulsory, except in the case of vessels under 75 tons register in ballast and colliers outward in ballast.

Limits of District.—*See* p. 215 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 215 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
William Bradley - -	73	George Clark - -	62	William Gillespie - -	54
Neal Gillespie - - -	68	John Smith - - -	59	Charles M'Carron - -	41
Laughlin M'Cann - -	60	Michael Loughrey - -	49	Thomas Faulkner - -	42
Joseph Mitchell - -	58	Francis Gillespie - -	—	Charles M'Cann - -	37
John Gillespie - -	65	C. O'Donnell - - -	—	Daniel M'Devitte - -	49

Supernumerary Pilots.

Thomas M'Candless. | Samuel M'Candless.

RATES of PILOTAGE.

See p. 216 of Parl. Paper, No. 154 of 1889.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Moville -	157	402 13 2	–	– – –	109	291 7 3	–	– – –	–	– – –	–	– – –	2	2 19 4	–	– – –	268	696 19 9
From Sea to Londonderry.	287	458 10 –	92	111 5 7	33	133 18 11	10	25 7 7	1	2 16 –	–	– – –	2	6 16 8	11	25 19 9	436	764 14 6
Total - - -	444	861 3 2	92	111 5 7	142	425 6 2	10	25 7 7	1	2 16 –	–	– – –	4	9 16 –	11	25 19 –	704	1,461 14 3

(2.)—OUTWARDS.

From Londonderry to Sea.	200	191 3 10	24	20 15 7	2	2 17 6	6	10 9 6	3	3 15 10	2	3 3 6	4	4 1 2	5	7 15 3	246	244 2 2
From Moville to Sea -	6	3 12 9	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	6	3 12 9
Total - - -	206	194 16 7	24	20 15 7	2	2 17 6	6	10 9 6	3	3 15 10	2	3 3 6	4	4 1 2	5	7 15 3	252	247 14 11

PORT OF LONDONDERRY—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	140	5	4	By amount paid for pilots	1,186	15	1
To gross amount received for Inward pilotage	1,461	14	3	By amount paid for pilot boats, rent, maintenance, allowances, fuel, oil, &c.	53	1	2
To gross amount received for Outward pilotage	247	14	11	By amount paid for contributions to pilots' pension or superannuation fund	214	8	–
To amount of fees received from applicants for renewals of pilots' licences (16)	2	–	–	By amount paid in respect of pilots' licences and pilotage certificates (less commission on collection)	50	7	–
To amount of fees received from applicants for masters' and mates' certificates (3)	9	6	–	By other expenses of pilotage authority :			
To amount of fees received from applicants for renewals of masters' and mates' certificates (48)	48	–	–	Pilotmasters' salary	100	–	–
				Uniform clothing	76	2	–
				Pilotage refunded	5	9	2
				By amount paid for commission on collection	88	3	6
To amount received from other sources :				By amount paid for examiners or examinations	6	6	–
Rent of watchhouse	–	15	–				
Sundries	–	5	–	By balance carried to next account	129	8	7
£.	1,910	–	6	£.	1,910	–	6

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	500	–	–	By amount paid for pensions or superannuations to pilots (6)	170	–	–
To amount received as contribution to superannuation and pension fund :				By amount paid for pensions or superannuations to orphans (6)	17	5	–
From pilotage fund	214	8	–				
From pilots' licences and pilotage certificates (less commission on collection)	50	7	–	By balance carried to next account	600	–	–
To interest	17	10	–				
To fines on pilots	5	–	–				
£.	787	5	–	£.	787	5	–

9 February 1894. *Edward A. Hamilton*, Secretary.

PORT OF NEWRY.

Pilotage is Free. *Limits of District.—See* p. 217 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 217 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John M'Ateer	52	Charles Bailey	62	Alexander Parks	47
Alexander Irwin	55	Michael Carvill	65	James Irwin	49
Robert Toombs	44	John Morton	40	Patrick O'Neill	51
Ross Parks	50	J. H. Toombs	39	James Anderson	39

RATES of PILOTAGE.

See p. 218 of Parl. Paper, No. 154 of 1889.

PORT OF NEWRY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Warrenpoint Roads to Newry - - - - -	176	108 7 -	41	18 11 4	8	21 16 11	4	10 17 5	2	7 10 8	1	3 15 -	232	170 18 4
(2.)—OUTWARDS.														
From Newry to Warrenpoint Roads - - - - -	170	54 13 11	47	8 15 2	8	10 18 3	4	5 9 -	2	3 15 3	1	1 17 8	232	85 9 3

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for -	Inward pilotage -	170 18 4	By amount paid in respect of pilots -	256 7 7
	Outward pilotage	85 9 2		
£.		256 7 7	£.	256 7 7

9 February 1894.

Geo. R. Armstrong, Secretary.

PORT OF SLIGO.

Pilotage is Compulsory Inwards, but not Outwards. *Limits of District.—See* Bye-Law 2, p. 120 of Parl. Paper, No. 263 of 1893.

BYE-LAWS and REGULATIONS, RATES, &c.

See p. 120 of Parl. Paper, No. 263 of 1893.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
John Bruen, sen. - -	70	Andrew Kilgallon, jun. -	47	River District.—Between Bungar Buoy and Sligo Quay.
Andrew Kilgallon, sen. -	65	Patrick M'Gowan - -	43	
William Gillen - -	55	Michael Gillen - -	43	
James M'Gowan - -	45	Redmond Bruen - -	43	
John Bruen, jun. - -	49			
John Conway - - -	49	Andrew Kilgallon - -	46	
Bartly Harte - - -	66	John Heraghty - -	52	Sea District. — Between Wheat Rock and Bungar.
Patrick Carway - -	64			
Michael M'Loughlin -	54	James Carway - -	52	

NAMES of ASSISTANTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Joseph M'Gowan - -	40	William Bruen - -	40	Francis Devaney - -	24
Francis Feeny - - -	31	Patrick Bruen - - -	34	John M'Gowan - -	21
Francis Kilgallon - -	34	Michael Kivlehan - -	25	Joseph Heraghty - -	35
Owen Gillen - - -	36	James Kilgallon - -	25	Michael Heraghty - -	37

PORT OF SLIGO—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.		OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.				£. s. d.
From Wheat Rock to Sligo Quay.	191	302 18 11	24	26 17 6	12	27 19 9	5	14 1 –	1	2 12 6	4	6 11 8	8	16 10 9			245	397 12 1

(2.)—OUTWARDS.

From Sligo Quay to Wheat Rock.	67	85 17 6	1	1 – –	12	14 17 –	4	6 14 9	–	– – –	2	2 – –	9	10 14 6			95	121 3 9

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	21	–	6	By amount paid in respect of pilots -	523	5	2
To gross amount received for - { Inward pilotage	397	12	1	By amount paid as contributions to pilots' pension or superannuation fund - - - - - - -	56	13	4
{ Outward pilotage	121	3	9	By other expenses of pilotage authority:			
To amount of fees received from applicants for masters' and mates' certificates (2) - - - - - -	4	–	–	New boots - - - - -	23	–	–
To amount of fees received from applicants for renewals of masters' and mates' certificates (8) - - -	8	–	–	Rent of watchhouses - - -	3	10	–
To amount received for fines and forfeitures from pilots - - -	4	11	5	Sundries - - - - - -	4	6	3
To amount contributed by sea pilots towards pensions - - - - -	14	–	–	By amount paid for examiners or examinations - - - - - -	4	–	–
To amount contributed by river pilots towards pensions - - - - -	32	–	–	By amount paid for two pilot masters -	52	–	–
To amount contributed by Harbour Board towards sea pilotage - -	25	–	–	By balance carried to next account -	38	17	10
To amount contributed by Harbour Board towards general expenses -	78	4	10				
£.	705	12	7	£.	705	12	7

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	2	13	4	By amount paid for pensions or superannuations to pilots (3) - - -	34	13	4
To amount received as contribution to superannuation and pension fund from pilots - - - - - -	46	–	–	By amount paid for pensions or superannuations to widows (4) - -	20	–	–
To amount received from other sources	8	–	–	By balance carried to next account -	2	–	–
£.	56	13	4	£.	56	13	4

19 January 1894. *Thos. J. Mercer*, Secretary.

PORT OF WESTPORT.

Pilotage is Compulsory. *Limits of District.*—*See* p. 226 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 226 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
John Gibbons	56	Thomas John Gibbons	59	Thomas Kelly	38
Thomas Gibbons	54	Patrick Kelly	46	Patrick Hopkins	65

RATES of PILOTAGE.

See p. 226 of Parl. Paper, No. 154 of 1889.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels.				Totals.	
	Coasters. Not Towed by Steam.		Oversea. Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Inisgort Lighthouse to any place within the Harbour.	97	109 12 –	9	48 9 9	106	158 1 9

(2.)—OUTWARDS.

From the Quay or any place within the Harbour to Inisgort Lighthouse.	97	109 12 –	9	48 9 9	106	158 1 9

Note.—Pilots are bound to go five miles to west of Lighthouse, if necessary.

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for	Inward pilotage 158 1 9		By amount paid in respect of pilots	291 7 –
	Outward pilotage 158 1 9		By amount paid in respect of pilot boat's crew	20 – –
			By amount paid for pilot flags	– 18 –
			By amount paid for maintenance	3 18 6
	£.	316 3 6	£.	316 3 6

20 January 1894.

Joseph M. McBride, Secretary.

PORT OF WEXFORD.

Pilotage is Compulsory. *Limits of District.—See* p. 227 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 228 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

General Pilots.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
Captain Patrick Cogley*	69	Laurence Duggan	47	To pilot vessels within the limits of the pilotage district, prescribed by the Wexford Harbour Act, 1874.
Michael Brady	59	W. Breen	47	
Martin Furlong	54	Patrick Saunders	42	
Moses Murphy	55	William Blake	34	
Robert Blake	71	James Saunders	37	
John M'Grath	58	J. Reilly	34	
Nicholas Saunders	70	Michael Blake	56	
William Carley	70	James Blake	62	
Laurence Neill	50	Evans Byrne	34	

Extra Pilots.

Laurence Buttler	73	To pilot vessels within the Wexford Harbour, *i.e.*, within the limits of an imaginary straight line drawn from the point of the Fort Rosslare to the Raven Point, but not outside or to seaward of such line.
Thomas Kane	68	
Michael Rowe	69	
Patrick Roche	70	
B. Corish	71	

* Pilot Master.

RATES of PILOTAGE.

See p. 229 of Parl. Paper, No. 154 of 1889.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels. Coasters. Not Towed by Steam. No.	Amount.	Coasters. Towed by Steam. No.	Amount.	Oversea. Towed by Steam. No.	Amount.	Foreign Vessels. Towed by Steam. No.	Amount.	Totals. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Bay to Quay	241	327 10 2	462	570 3 –	3	3 1 1	2	2 12 2	708	903 6 5

(2.)—OUTWARDS.

From Quay to Bay	454	188 – 6	250	90 1 4	3	1 18 2	1	1 10 7	708	281 10 6

PORT OF WEXFORD—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	621	9	5	By amount paid in respect of pilots - -	947	2	–
To gross amount received for - Inward pilotage -	903	6	5	By amount paid in respect of pilot boats -	23	12	1
To gross amount received for - Outward pilotage -	281	10	6	By amount paid in respect of contributions to pilots' pension or superannuation fund - - - - - - - - -	23	1	8
				By amount paid for rent - - - - -	–	10	–
				By amount paid for paints, oil, ropes, stores, &c. - - - - - - -	22	3	11
				By amount paid for clerk - - - - -	30	7	5
				By balance carried to next account - - -	759	9	3
£.	1,806	6	4	£.	1,806	6	4

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation and pension fund from pilots - - - - - - - -	23	1	8	By amount paid for pensions or superannuations to widows - - - - -	23	1	8

19 January 1894. *John F. Walsh*, Secretary.

PORT OF WATERFORD.

Pilotage is Compulsory. *Limits of District.—See* p. 222 of Parl. Paper, No. 154 of 1889

BYE-LAWS.

See p. 114 of Parl. Paper, No. 181 of 1890.

At the Court at Osborne House, Isle of Wight, the 12th day of January 1891.

Present :—The Queen's Most Excellent Majesty in Council.

Whereas by the 333rd section of "The Merchant Shipping Act, 1854," it is enacted that it shall be lawful for every pilotage authority, by bye-law made with the consent of Her Majesty in Council, from time to time to do within its district all or any of the things specified in that behalf in the said section :

And whereas the Waterford Harbour Commissioners, being a pilotage authority within the meaning of the said Act, have, in exercise of the powers vested in them by that Act, made and submitted for the consent of Her Majesty a bye-law with respect to pilotage to be henceforth observed within their district, copy of which bye-law is set forth in the Schedule hereto annexed :

And whereas it has been made to appear to Her Majesty that the said bye-law is reasonable and proper :

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said "Merchant Shipping Act, 1854," and by and with the advice of Her Privy Council, is pleased to approve of, and signify Her consent to the said bye-law, as set forth in the Schedule hereto annexed.

C. L. Peel.

SCHEDULE.

BYE-LAW providing for a Minimum Pilotage Charge in the Port and Harbour of *Waterford* to be treated as an addendum to Schedule (B.) Part II. of the Act 37 & 38 Vict. c. 116.

Minimum Inward and Outward.

Provided always, that where any vessel does not exceed 30 tons net register tonnage, such vessel shall be charged Pilotage Rates on one half of the gross register tonnage.

PORT OF WATERFORD—*continued.*

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
James Barry	65	James Donnelly	40	Philip Boutcher	47
Felix Ryan	44	Thomas Ryan	45	Richard Butler	46
Andrew Rogers	43	Patrick Rogers*	56	William Fitzgerald	39
John Kennedy	53	Thomas Fitzgerald	43	Thomas H. Power	53
Thomas Power	76	Isaac Ryan	55	Thomas Glody	39
John Rogers	53	John Glody	54	Thomas Power, jun.	29
John Donnelly	53	Maurice Butler	43		

* Patrick Rogers is a licensed pilot, but now acts as pilot-boat master.

NAME of APPRENTICE.

Thomas Kennedy, aged 26.†

† This man is passing through a probationary term of six months, accompanying qualified pilots up and down the river and harbour, but is not allowed to take charge himself, nor licensed in any way. An examination will shortly be held to test his efficiency.

RATES of PILOTAGE.

See p. 120 of Parl. Paper, No. 251 of 1891.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Out Station to Passage East	–	—	–	—	–	—	–	—
From Out Station to Waterford	–	–	22	286 17 6	1	3 7 3	23	290 4 9
From Tower to Waterford	441	535 18 6	10	120 15 –	22	176 17 10	473	833 11 4
From Tower to Cheekpoint	151	90 2 10	–	–	1	4 9 6	152	94 12 4
From Passage East to Waterford	10	4 8 9	–	–	–	–	10	4 8 9
From Tower to Passage East	40	28 4 6	–	–	–	–	40	28 4 6
TOTAL	642	658 14 7	32	407 12 6	24	184 14 7	698	1,251 1 8

(2.)—OUTWARDS.

From Waterford to Sea	–	–	29	200 6 8	28	136 10 9	57	336 17 5
From Waterford to Passage East	437	301 6 10	–	–	–	–	437	301 6 10
TOTAL	437	301 6 10	29	200 6 8	28	136 10 9	494	638 4 3

PORT OF WATERFORD—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for - Inward pilotage	1,251	1	8	By balance from last account - -	6,661	10	2
To gross amount received for - Outward pilotage	638	4	3	By amount paid in respect of pilots -	1,153	7	3
To amount of fees received from applicants for masters' and mates' certificates (3) - - - - - -	9	9	–	By amount paid in respect of pilot boats - - - - - - -	241	–	1
To amount of fees received from applicants for renewals and transfers of masters' and mates' certificates (47) -	54	3	8	By amount paid as contributions to pilots' pension or superannuation fund - - - - - - -	430	12	–
To amount received from mooring and unmooring fees - - - - -	22	5	–	By other expenses of pilotage authority:			
To amount of old material sold - -	1	5	8	Medical attendance - - -	14	8	–
To proportion of pilotage management expenses charged to tonnage, &c., revenue - - - - - - -	25	–	–	Office rent at Passage East -	10	–	–
To proportion of pilotage management expenses charged to local lights revenue - - - - - - -	25	–	–	Boat-service at Passage East -	50	–	–
To balance - - - - - -	6,752	15	6	Probationer's wages - - -	15	–	–
				Sundries - - - - - -	16	16	3
				By proportion of general management expenses charged to pilotage revenue	25	–	–
				By amount paid for clerk - -	30	–	–
				By amount paid for examiners or examinations - - - - - -	11	11	–
				By amount paid for pilot master - -	120	–	–
£.	8,779	4	9	£.	8,779	4	9

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation and pension fund from pilotage revenue - - - - -	376	8	4	By amount paid as sick pay to pilots	9	2	–
To amount received for renewals of masters' and mates' certificates -	54	3	8	By amount paid for pensions or superannuations:			
				Pilots (9) - - - - - -	246	–	–
				Widows (7) - - - - -	73	10	–
				Orphan (1) - - - - -	12	–	–
				Superannuated pilot officer (1) -	90	–	–
£.	430	12	–	£.	430	12	–

10 October 1894. *John Allingham*, Secretary.

PORT OF BALLYSHANNON.

Pilotage is Free. *Limits of District.—See* p. 104 of Parl. Paper, No. 251 of 1891

BYE-LAWS and RATES of PILOTAGE.

See p. 96 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
John M'Carthy - -	57	John Morrow - - -	43	To pilot vessels from outside Ballyshannon Bar to Quay.
James Daly - - -	55	William Ward - -	38	

PORT OF BALLYSHANNON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From outside Bar to Ballyshannon Quay - - -	24	27 1 4	–	- - -	24	27 1 4

(2.)—OUTWARDS.

From Ballyshannon Quay to over Bar - - - -	24	15 3 8	–	- -	24	15 3 8

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account -	12 6 4	By amount paid in respect of pilots -	42 5 –
To gross amount received for - Inward pilotage -	27 1 4	By cost of erecting bouys on Bar and in harbour - - - - - -	8 4 4
To gross amount received for - Outward pilotage -	15 3 8	By balance carried to next account -	8 2 –
To amount of fees received from applicants for renewals of pilots' licences (4)	4 – –		
£.	58 11 4	£.	58 11 4

12 March 1894.

Edward Lynch, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf

(Prepared in pursuance of the Act

RECEIPT.

	£. s. d.	£. s. d.
Fees under the Act:		
On pilots' licences issued	56 14 –	
On grant of additional qualifications	13 13 –	
On pilots' licences renewed (annual dues)	1,236 5 –	
On certificates issued to masters and mates	132 8 4	
On certificates renewed to masters and mates	914 12 9	
		2,353 13 1
Contributions:		
Poundage on pilots' earnings in London and at the Outports	3,591 7 8	
Dues on turns of pilotage received from Cinque Ports' pilots licensed before 1854; 11*s.* each turn	29 14 –	
		3,621 1 8
Dividends:		
One year's dividend on 93,000*l.* capital, 2¾ per Cent. Consols		2,557 10 –
Miscellaneous:		
Amount received on account of residue unclaimed arising out of the collection and payment of foreign pilotage in the Port of London, under Section 383 of the Merchant Shipping Act, 1854	200 – –	
Amount of choice letter fees unclaimed or forfeited	169 17 6	
		369 17 6
Death Money:		
Amount received from 13 Cinque Ports' pilots now surviving of the 143 who compounded in 1854, contributing 6*l.* per annum each, and claiming 143*l.* on decease		73 10 –
Balance to be adjusted in 1894		736 19 10
TOTAL £.		9,712 12 1

Trinity House, London,
31 May 1894.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

of the Trinity House, in respect of PILOTS or PILOTAGE, for the Year ended 31st December 1893.

17 & 18 Vict. c. 104.)

EXPENDITURE.

	£. s. d.	£. s. d.	£. s. d.
Balance from 1892			232 3 8
Expenses of carrying the Act into execution (Section 386):			
Salaries to Officers in London:			
Principal	742 10 –		
First clerk	425 – –		
Second clerk	266 10 –		
Extra clerk	156 – –		
	1,590 – –		
Less,—Charged on Cutter Fund	200 – –		
		1,390 – –	
Salaries to Local Officers:			
Ruler, Gravesend (including office rent)	277 – –		
Ruler, Dover	250 – –		
Clerk, Dover	97 10 –		
		624 10 –	
Stationery, stamps, printing, and incidental expenses		362 9 –	
Law charges		9 4 –	
Pilot offices at Deal and Dover		245 14 –	
Commission on payment of pensions at Outports		70 10 2	
Superannuations:			
Retired chief clerk	260 – –		
Retired ruler, Gravesend	72 16 8		
Retired superintendent, Dover	80 – –		
Retired clerk, Dover	39 13 4		
		452 10 –	
			3,154 17 2
Pensions and Allowances:			
Paid to Superannuated Pilots, their Widows and Orphans, viz.:			
38 men at 1*l.* per annum per year of service			
85 men at rates varying from 8*l.* to 16*l.* per annum		4,993 17 2	
324 widows at half rates of deceased husbands			
126 children at the rate of 2*s.* per month each			
Occasional relief		13 – –	
Paid to Superannuated Cinque Ports' Pilots licensed before 1854, and their Representatives, viz.:			
11 men at the rate of 50*l.* per annum		893 1 4	
24 women at the rate of 12*l.* 12*s.* per annum			
Pensions to six pilots and widows of pilots occupying the almshouses at Mile End		219 11 –	
Repair and maintenance of houses		63 1 9	
			6,182 11 3
Death Money:			
Payment to appointees of one Cinque Ports' pilot licensed before 1854, and deceased during the year			143 – –
		TOTAL £.	9,712 12 1

Chas. A. Kent, Secretary.
D. Keigwin, Principal Clerk.

Corporation of Trinity House of Deptford Strond—*continued.*

ACCOUNT of the Receipt and Expenditure in respect of Pilot Cutters maintained at *Gravesend* by the Channel Pilots of the Port of London, in accordance with the Provisions of the Merchant Shipping Act, 1854, Section 333, for the Year ending 31st December 1893.

RECEIPT.	£. s. d.	EXPENDITURE.	£. s. d.
Balance from last year's account - - -	824 7 5	Amounts advanced on indents of the managing committee of the Channel pilots' cutter, for wages, coals, &c., and for rent and expenses of watch-room - -	810 - -
Amount of contributions at 6*d.* in the £. -	816 19 9		
Dividends on 5,000*l.* capital in New 2¾ per Cent. Consols as a reserve fund - - -	133 12 10	Balance carried to next year's account - -	965 - -
£.	1,775 - -	£.	1,775 - -

This fund is not directly administered by the Trinity House; the poundage is collected by them, and the committee of pilots apply for money as required.

Trinity House, London, 31 May 1894.

Chas. A. Kent, Secretary.
D. Keigwin, Principal Clerk.

ACCOUNT of Receipts and Payments on account of Pilotage Rates on Foreign Vessels collected, and paid to London and Cinque Ports' Pilots, in accordance with the Provisions of the Merchant Shipping Act, 1854, Section 381, for the Year ending 31st December 1893.

RECEIPTS.	£. s. d.	PAYMENTS.	£. s. d.
Balance from last year's account - - -	874 5 11	Amount paid to pilots - - - - - -	23,958 5 -
Amount received through the Collector of Customs, London - - - - - -	23,836 7 4	Amount transferred to pilots' fund for differences unclaimed (Merchant Shipping Act, 1854, Section 383) - - - - -	200 - -
		Balance carried to next year's account - -	552 8 3
£.	24,710 13 3	£.	24,710 13 3

As explained in previous years, this collection forms part only of the amount shown in the returns of pilotage rates for the Port of London, those for British vessels being collected by the pilots themselves.

Trinity House, London, 31 May 1894.

Chas. A. Kent, Secretary.
D. Keigwin, Principal Clerk.

ACCOUNT of the Receipt and Expenditure in respect of Steam Pilot Cutters maintained at *Dover* by the Corporation of Trinity House, in accordance with the Provisions of the Merchant Shipping Act, 1854, Sections 333 and 377, for the Year ending 31st December 1893.

RECEIPT.	£. s. d.	£. s. d.	EXPENDITURE.	£. s. d.	£. s. d.
Balance from last year's account - -		3,081 11 4½	Salaries and allowances:		
			Contribution to pilots' fund towards salaries and office expenses - - - - -	200 - -	
Shipping money:			Clerk and storekeeper at Dover	65 - -	
Amount received according to Table - - - - - -	- -	5,635 - -	Surveyor of shipping - -	20 - -	
					285 - -
Miscellaneous:			Rent:		
Proceeds of the sale of old stores	10 9 -		Storehouse at Dover - -	- -	22 - -
Discount on purchases - -	- 4 3		Incidental:		
Amount received as compensation for damage - - -	12 - -		Stationery, printing, &c. - -	11 11 8	
			Insurance of store - - -	2 10 -	
			Law charges - - - -	2 12 -	
Contributions of pilots towards mess expenses - -	315 - -		Committees of inspection -	11 3 1	
		337 13 3			27 16 9
Carried forward - - - £.		9,054 4 7½	Carried forward - - - £.		334 16 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

ACCOUNT of the Receipt and Expenditure in respect of Steam Pilot Cutters maintained at *Dover* by the Corporation of Trinity House, in accordance with the Provisions of the Merchant Shipping Act, 1854, Sections 333 and 377, for the Year ending 31st December 1893—*continued.*

RECEIPT.

	£. s. d.	£. s. d.
Brought forward - - -		9,054 4 7½
Dividends:		
One year's dividend (less Income Tax) on—		
£. 10,500*l.* 2¾ per Cent. Consols - - - - -	280 12 8	
£. 2,000 London and North Western Railway 4 per Cent. Stock - - -	77 18 4	
£. 8,500 Metropolitan 3 per Cent. Stock - - -	248 2 –	
		606 13 –
	£.	9,660 17 7½

EXPENDITURE.

	£. s. d.	£. s. d.
Brought forward - - -		334 16 9
Wages and victualling of crews, repair and maintenance of cutters and steam vessels, and victualling of cruising pilots on board the several vessels, and allowance for inspections by superintendents:		
"Vigilant" - - -	594 8 2	
"Wellington" - - -	1 16 9	
ss. "Pioneer" - - - } ss. "Guide" - - - }	4,463 1 8	
		5,059 6 7
Superannuations:		
Retired surveyor of shipping -	5 – –	
Retired messenger at Dover (died September 1893) -	18 8 7	
Retired superintendent - -	53 6 8	
Retired storekeeper - - -	62 – –	
Retired master of ketch - -	16 – –	
Widow of a master of ketch -	13 – –	
		167 15 3
	£.	5,561 18 7
Balance to 1894 - - - - - - -		4,098 19 –½
	£.	9,660 17 7½

RESERVE FUND.

	£. s. d.
2¾ per Cent. Consols - - - - - - - - - - - - -	10,500 – –
3 per Cent. Metropolitan Stock - - - - - - - - - -	8,500 – –
London and North Western Railway 4 per Cent. Stock - - - - -	2,000 – –
£.	21,000 – –

Trinity House, London, 31 May 1894.

Chas. A. Kent, Secretary.
D. Keigwin, Principal Clerk.

Corporation of Trinity House of Deptford Strond—*continued.*

ACCOUNT of Receipt and Expenditure in respect of Pilot Cutters maintained at *Gravesend* by the River Pilots of the Port of London, in accordance with the Provisions of the Merchant Shipping Act, 1854, for the Year ending 31st December 1893.

RECEIPT.	£. s. d.	£. s. d.	EXPENDITURE.	£. s. d.	£. s. d.
Balance from last year's account:			Amount advanced on indents of the managing committee of the river pilots' cutter for wages, coals, &c., and for rent and expenses of watch-room		620 15 7
Invested	1,694 16 2		Balance carried to next year's account:		
Cash	244 3 3½		Invested	1,694 16 2	
		1,938 19 5½	Cash	281 11 1½	
Amount of contributions at 6 *d.* in the £.		612 14 6			1,976 7 3½
Dividends on 1,700 *l.* capital in New 2¾ per Cent. Consols as a reserve fund		45 8 11			
	£.	2,597 2 10½		£.	2,597 2 10½

This fund is not directly administered by the Trinity House: the poundage is collected by them, and the committee of pilots apply for money as required.

Trinity House, London, 31 May 1894.

Chas. A. Kent, Secretary.
D. Keigwin, Principal Clerk.

Trinity House, London.—Pilotage Rates.

The Common Purse of the Inward Pilots of the Port of London, as respects Pilotage earned between *Dungeness* and *Gravesend*, in the Year ending 31st December 1893.

RECEIPT.	£. s. d.	EXPENDITURE.	£. s. d.
Balance from last year's account	1,354 14 1	Remitted and paid to pilots in equal shares per turn carried	5,427 3 6
Contributions:		Balance in hand for January settlement	1,268 19 4
Being the amount paid in by each pilot, after retaining 10 *l.* per turn	5,341 8 9		
£.	6,696 2 10	£.	6,696 2 10

These sums, with those of the pilotage for foreign vessels, form part of the pilotage rates of the Port of London included in the general return.

Trinity House, London, 31 May 1894.

Chas. A. Kent, Secretary.
D. Keigwin, Principal Clerk.

Trinity House, London.—Thames North Channel Pilots.

ACCOUNT of Landing Money received on behalf of the Cutters cruising at the *Sunk*, in the Year ending 31st December 1893.

RECEIPT.	£. s. d.	EXPENDITURE.	£. s. d.
Balance from last year's account	91 2 6	Amount paid over to North Channel pilots at intervals of eight weeks	939 – –
Amount collected at the Trinity House	945 1 –	Amount paid for stationery	3 – –
		Balance carried to next account	94 3 6
£.	1,036 3 6	£.	1,036 3 6

Trinity House, London, 31 May 1894.

Chas. A. Kent, Secretary.
D. Keigwin, Principal Clerk.

LONDON DISTRICT AND TRINITY HOUSE OUTPORT DISTRICTS.

RULES and REGULATIONS.

See p. 232 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

London Channel Pilots (Gravesend to Dungeness and Orfordness).

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Allen, F. E. T.	37	Daines, T. H.	50	Kennedy, T. J.	46	Rhodes, T.	48
Allert, R.	48	Davis, H.	—	Larkins, W. H.	37	Roxberry, W. R.	56
Banks, T. A. F.	71	Edgley, J.	60	Letten, J. R. H.	51	Sandford, G.	48
Barton, W. R.	57	Ellison, J.	52	Lowrey, A.	69	Sandford, T. G.	51
Belbin, C.	48	Fairbairn, J.	66	Lygo, T. H.	40	Scott, C.	55
Brady, J.	49	Fisher, A. R.	60	Martin, B.	55	Scott, J. G.	42
Brown, S. H.	53	Fisher, E. P.	52	Martin, T.*	66	Scouler, H. E. J.	51
Brown, W. H.	45	Forss, H.	57	Miller, W.	69	Smith, A.	58
Brufton, W. F.	40	Geach, W. A.	59	Mulley, D. T.	43	Smith, G. J.	46
Busby, G.	45	Gillard, S.	60	Mulley, W.	53	Smith, J. A.	32
Busby, J. L.	57	Gillett, F.	67	Newman, G. F.	53	Snelling, W.	67
Chapman, H. P.	42	Gillett, J. A.	41	Orrick, R.	54	Spiers, A.	42
Cole, D.	43	Grant, G.	44	Pascoe, S. D.	48	Stanley, T.	63
Cole, J. E.	50	Gray, J.	64	Penney, S.	47	Tracey, E.	70
Comben, W. C.	43	Hogg, T. T.	53	Pentin, P. J.	49	Whitaker, T. H.	53
Constant, J. A.	50	Hubbard, S.	49	Pettman, G. A.	50	Willmott, J.	45
Couves, A. J.	49	Humphreys, G. D.	50	Posgate, G. E.	46	Wyatt, J. H.	36
Couves, W. C.	60	Humphreys, J. J.	48	Posgate, J. T.	47	Youngman, F. B.	44
Daff, T. A.	42	Hunter, J.	62	Posgate, R. B.	55	Youngs, G. W.	50
Daines, R. B.	46	Jackson, W. C.	42				

* From London Bridge to Dungeness, &c. Licensed prior to 1854.

London River Pilots (London Bridge to Gravesend, and vice versâ).

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages
Allen, W. T.	—	Fothergill, W. T.	64	Mitchell, J. J. A.	37	Sandford, W. H.	49
Baldwin, W.	34	Giles, W. H.	50	Oates, J. J.	49	Savage, W. J.	50
Bates, A. H.	32	Goodhew, J. A. H.	32	Pattison, A.	—	Silvester, G.	—
Beard, W. G.	47	Green, A.	47	Pattison, F.	72	Spiers, G.	50
Bray, P.	—	Groves, G. H.	37	Payne, G. F.	54	Spiers, J.	55
Brownfield, J.	70	Gunn, J.	49	Payne, W. F.	48	Spiers, S.	38
Chaney, G. W.	36	Haslip, J.	62	Peirce, W. J.	54	Stanley, G. R.	49
Couves, A. F.	37	Henderson, J. H.	46	Pentin, J. D.	44	Tansley, G.	52
Denton, E. J.	50	Hocken, E.	36	Pritchard, J.	—	Walden, J.	68
Denton, J.	76	Holland, R. H.	50	Purves, G.	35	Walden, W. H.	—
Doust, E.	52	Larnder, G. R.	67	Rae, H. E.	53	Walker, G.	35
Doust, G.	48	Letten, C. J.	—	Read, Alfred	50	Walker, J. C.	66
Doust, J.	37	Letten, R. W.	35	Read, Arthur	61	Walker, J. C., jun.	39
Edgley, G.	33	Liley, R. W.	—	Reader, J.	50	Waterson, E. H.	54
Fawcett, F.	—	Lockhart, S. A.	52	Richards, T. W.	—	West, R.	47
Foster, J. T.	35	Luck, E. J.	38	Sandford, A. L.	31	Williams, H.	73
Fothergill, J. H.	56	Mee, W. C.	35				

Pilots for Home Trade Steam Passenger Ships (London Bridge to Gravesend, and vice versâ).

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Allen, E. J.	61	Cavell, H.	—	Moore, J. P.	52	Spicer, F.	65
Bigg, J. E.	47	Gardner, G. W.	46	Moore, J. W.	—	Targett, J.	65
Bigg, T.	44	Goodsall, H.	39	Pattison, F. T. T.	39	Tracey, W.	38
Bishop, W.	60	Jones, S.	52	Smith, G.	46	Voss, J. E.	54
Cavell, J.	42	Liley, E.	43	Sparrow, J. J.	44	Webber, W. C.	54

Corporation of Trinity House of Deptford Strond—*continued.*

Names of Pilots—*continued.*

Pilots for Exempted Ships (London Bridge to Gravesend, and vice versâ).

Names.	Ages.	Names.	Ages.	Names.	Ages.	Names.	Ages.
Allen, J.	69	Holland, J. J.	48	Parkinson, H.	43	Smith, E. P.	62
Anderson, G.	65	Henderson, J. C.	—	Parkinson, J.	46	Smith, E. P., jun.	36
Batch, G.	50	Hudson, R. T.	62	Parkinson, J. T.	40	Smith, R.	39
Blackmore, T. J.	48	Huntingford, B. T.	69	Parkinson, R. J.	47	Squire, T.	59
Bowen, W. S.	—	Jones, A.	51	Parsonson, W. W.	40	Stafford, E. G.	—
Braine, G. D.	36	Jones, S. J.	—	Pattison, G. A.	43	Tadhunter, R. J.	46
Braine, G. H. M.	62	Jury, E.	62	Pope, R. H.	55	Twist, J. P.	—
Braine, J.	65	Jury, E. W.	43	Preddy, C. R.	43	Voss, G.	45
Braine, T. W.	71	Jury, F. W.	41	Preddy, R.	34	Walker, R. H.	45
Brown, T. W.	70	Jury, J. W.	41	Raine, T. A.	44	Waterson, F. J.	42
Cavell, J. H. J.	38	Langman, J.	46	Raine, T. C.	65	Waterson, J. E.	63
Cavell, W. E. H.	46	Langman, T.	—	Raine, T. H.	39	Watkins, C. R. T.	45
Cock, E. J.	52	Letton, C.	68	Richbell, J.	73	Watkins, J. J.	42
Deal, R.	58	Liley, J. R.	65	Richbell, W. E.	44	Watkins, R.	64
Dean, G. A.	48	Liley, J. R., jun.	—	Row, H. G.	63	Watkins, T. G.	48
Doust, J. L.	48	Lukes, J.	50	Row, H. R.	42	Webb, H.	67
Duffin, C. R.	61	Marshall, W. R. M.	68	Row, J.	69	Wheeler, W.	57
Elliott, J. T.	60	Mascoe, W. J.	59	Row, J. C.	38	White, F. C. P.	41
Funge, G.	44	Matthews, C.	36	Sinclair, H.	41	White, F. F.	71
Funge, J. A.	45	Mee, A. J.	41	Sinclair, J. W.	65	White, W.	51
Haill, C. R.	51	Mee, R. J.	69	Savell, T. J.	63	Williams, A. W.	—
Harvey, A. W.	52	Nevill, S. G.	68	Simmons, W. W.	—	Williams, W. S.	—
Hayward, W. J.	52	Nixon, G. M.	55	Sims, H.	68	Wiseman, W.	59
Holland, A.	50	Parkinson, C.	42	Skelton, J. H.	35	Wood, E.	43
Holland, J. A.	57	Parkinson, G.	38	Smith, E.	—	Young, W. J.	55

Cinque Ports Pilots (Dungeness to Gravesend).

Names.	Ages.	Names.	Ages.	Names.	Ages.	Names.	Ages.
Apps, J. E.	69	Crowhurst, G. H.	64	Gibbons, M. J.	54	Camburn, T. C.	47
Finnis, R.	73	Marsh, H. F.	60	Blaxland, G.	56	Arnold, J. F.	47
Hartley, J. H.	67	Beck, W. A.	65	Hood, W. R.	54	Mundy, E.	49
Olifent, J. E.	67	Ovenden, G. T.	67	White, W.	55	Hart, W.	44
Arnold, J. W.	65	Blaxland, W. T.	60	Spain, G. C.	55	Duncan, W.	46
Moon, G. W.	68	Philpott, J. J.	57	Arnold, W. W.	57	Arnold, R. E.	40
Apps, J. R.	69	Wellstead, W.	61	Bussey, G. J.	57	Allen, W. E.	48
Goldsack, D. M.	73	Appleton, E.	63	Perkins, T. B.	57	Hughes, J. F. H.	46
Mackie, W. B.	73	Beer, B. M.	60	Walker, J. M.	54	Cotton, J.	46
Millen, H. E.	66	Finnis, G. W.	60	Blaxland, T.	53	Baxter, J.	48
Foster, H.	68	Reynolds, J.	62	Adams, E.	54	Newing, E.	43
Spouse, W.	70	Arnold, E. J.	58	Rigden, E.	52	Paton, W. H.	43
Wrake, J. H.	70	Godden, T. G.	62	Hawkesfield, T. B.	50	Wrake, G. H.	47
Pott, J. J.	61	Dixon, J. R.	62	Burden, E. W.	52	Walker, G. H.	43
Ransom, W.	68	Harrison, W. G.	59	Finnis, G. W.	48	Harrison, S. K.	46
Foreman, R. J.	68	Pordige, C.	59	Rigden, D. T.	47	Pout, H.	47
Burden, J.	65	Denne, T. W.	58	Harrison, G.	50	Rogers, L. W.	42
Howgego, J.	63	Moon, W.	59	Ougham, G.	48	Stephenson, M. T.	47
Bell, G. W.	69	Rogers, T. H.	60	Ralph, W.	52	Bones, R. J.	47
Finnis, J. S.	66	Laming, S. G.	60	Eastman, W. J.	49	Dunn, W. L.	47
Mongor, W.	69	Belchamber, S.	58	Atkins, R.	47	Bowles, A. J.	42
Finnis, W. J.	63	Mackie, J. B.	56	Gillman, J. W.	49	Peverley, W. C.	44
Mackie, J. S.	61	Laming, J. T.	54				

* Old Class. Licensed prior to 1854.

North Channel Pilots (Orfordness to Gravesend).

Names.	Ages.	Names.	Ages.	Names.	Ages.	Names.	Ages.
Aldeburgh.		*Southwold.*		*Lowestoft.*		*Yarmouth.*	
Almond, J. W.	54	Barber, S.	51	Boyce, F. C.	62	Archer, H. G.	55
Barber, J. S.	43	Brown, A. J.	40	Coleman, E. S.	63	Bedingfield, R. M.	46
Bell, J. W.	45	Chandler, A. W.	43	Cook, F.	52	Carter, D. D.	63
Clothier, W. R.	—	Claxton, R.	54	Chatten, C. H.	62	Carter, H. D.	60
Collis, C.	47	Ecclestone, J.	46	Elven, J. J.	49	Fisher, A. R.	53
Flick, F. W.	46	Elmy, G.	56	May, J. C.	61	Fisher, E. G.	50
James, R. R.	50	Griffiths, W. T.	47	May, W. D.	65	Fozzard, J.	59
Sawyer, E.	53	Herrington, J.	45	Munnings, J.	59	Green, J.	42
Springett, C.	51	Magub, G.	61	Osborn, F. S.	45	Kemp, J.	42
Sutton, W.	—	Rogers, J. G.	57	Pallant, S.	58	Ward, A. J.	47
Tansley, J.	38	Smith, G. E.	56	Skinner, R. J.	63	Wayth, W. E.	57
Thorp, G. E.	42	Tilmouth, W. G.	53	Tansley, F. J.	49	Whitnall, S. T.	47

Corporation of Trinity House of Deptford Strond—*continued.*

Names of Pilots—*continued.*

Rochester Pilots.

Name.	Age.	Name.	Age.	Name.	Age.
Beck, C. H.	—	Barber, E.	61	Clark, E. J.	53

Rochester Pilots for Exempted Ships.

Names.	Ages.	Names.	Ages.	Names.	Ages.	Names.	Ages.
Kingsnorth, W. Jno.	62	Parrott, J. J.	55	Ridge, R. W.	75	Wigley, G. W.	—
Wigley, J. R.	50	Wood, W. J.	57	Kingsnorth, W. Jas.	—		

Stationed at Harwich.—Wilson, R. - - - age 60

Colchester Pilots.

Name.	Age.	Name.	Age.
Bates, J. C.	51	Salmon, F. B.	—

Maldon Pilots.

Name.	Age.	Name.	Age.	Name.	Age.
Handley, J.	57	Stebbins, J.	58	Chaney, C.	51

SUMMARY OF THE LONDON DISTRICT PILOTS.

	Number.
Channel Pilots	78
River Pilots	66
River Pilots for Home Trade Ships	20
River Pilots for Exempted Ships	100
Cinque Ports Pilots	90
North Channel Pilots	48
	402
Rochester	3
Rochester for Exempted Ships	7
Harwich	1
Colchester	2
Maldon	3
Total	418

RATES of PILOTAGE (London District and Outport Districts).

See p. 250 and subsequent pages in Parl. Paper, No. 154 of 1889.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

AMOUNT received for PILOTAGE of VESSELS

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.
From Dungeness to Gravesend	–	–	2	14 9 –	–	–
From Dover to Gravesend	–	–	–	–	–	–
From Downs, Orfordness, &c. to Gravesend.	–	–	9	99 2 –	2	12 10 –
From Southwold to Gravesend	–	–	1	7 12 –	–	–
From Lowestoft to Gravesend	–	–	2	27 3 –	2	17 19 3
From Sea (Southwold, &c.) to Nore	–	–	–	–	–	–
From Sea to Harwich	–	–	7	23 7 3	1	4 4 –
In and out of Dover, Ramsgate, &c.	–	–	3	8 18 9	–	–
From Isle of Wight to Gravesend	–	–	1	10 8 6	–	–
From Gravesend to London	46	55 – 6	3,792	4,650 17 6	1	1 10 –
From Gravesend to Blackwall	20	32 – 6	944	1,157 7 10	–	–
Transporting, &c.	1,442	2,978 13 8	–	–	–	–
Shipping Money for putting Pilots on board Vessels.						
—	Number of Vessels.	Amount. £. s. d.				
British Oversea	2,251	5,001 1 –	–	–	–	–
Foreign Oversea	1,720	3,479 19 –				
TOTAL	3,971	8,481 – –				
TOTAL	–	3,065 14 8	–	5,999 5 10	–	36 3 3

(2.)—OUTWARDS.

From Gravesend to Dungeness	–	–	–	–	–	–
From Gravesend to Dover	–	–	6	58 10 –	1	9 15 –
From Gravesend to Downs, Orfordness, &c.	–	–	11	74 3 6	2	12 16 –
From Gravesend to Isle of Wight	–	–	–	–	–	–
From Gravesend to Plymouth	–	–	–	–	–	–
From London to Gravesend	11	12 7 6	3,795	4,627 17 –	–	–
From Blackwall to Gravesend	17	17 7 6	848	1,106 – –	10	14 2 6
From Harwich to Sea	–	–	6	12 12 –	1	2 7 3
TOTAL	–	29 15 –	–	5,879 2 6	–	39 – 9

Note.—In this return the number of vessels (both inwards and outwards) has not been totalled, because in very many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

Into and Out of the Port of *London*, in 1893.

(1.)—INWARDS.

BRITISH VESSELS.		FOREIGN VESSELS.				TOTALS.	
OVERSEA.		OVERSEA.					
Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
2,008	23,582 5 2	2	17 18 –	563	5,771 17 3	2,665	29,366 9 5
20	186 9 9	–	- -	10	70 17 2	30	257 6 11
206	1,761 6 –	104	896 8 6	1,031	7,501 19 9	1,352	10,271 6 3
13	109 12 6	9	70 13 3	29	258 1 6	52	445 19 3
13	123 11 2	11	106 11 –	24	276 3 6	52	551 7 11
6	37 17 9	16	106 1 6	20	107 19 10	42	251 19 1
50	158 16 5	29	116 2 6	29	101 6 2	116	403 16 4
26	73 12 9	22	66 14 6	43	116 11 7	94	265 17 7
201	4,561 13 5	–	- -	1	25 5 –	203	4,597 6 11
3,287	8,721 3 10	21	26 14 6	2,372	6,567 16 3	9,519	20,023 2 7
1,170	5,017 3 2	4	6 16 –	211	680 2 2	2,349	6,893 9 8
–	- - -	–	- -	–	- -	1,442	2,978 13 8
–	—	–	—	–	—	–	—
–	44,313 11 11	–	1,413 19 9	–	21,478 – 2	–	76,306 15 7

(2.)—OUTWARDS.

31	453 16 3	–	- -	2	18 17 8	33	472 13 11
903	10,661 17 9	4	32 13 –	241	2,218 1 3	1,155	12,980 17 –
963	7,826 14 10	82	582 12 –	976	5,871 8 7	2,034	14,367 14 11
178	4,665 5 1	–	- -	–	- -	178	4,665 5 1
18	477 4 9	–	- -	–	- -	18	477 4 9
2,661	5,350 13 11	3	8 12 6	7,854	3,742 9 10	8,824	13,742 – 9
218	5,081 2 7	10	9 4 –	191	540 11 6	2,294	6,768 8 1
9	18 18 –	4	8 2 9	6	15 17 9	26	57 17 9
–	34,535 13 2	–	641 4 3	–	2,407 6 7	–	53,532 2 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

OUTPORT DISTRICTS.

General Remarks, &c.—In the following classified returns of the amounts received for pilotage at the Trinity House outports the number of vessels has not, in all cases, been totalled, because in many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

ABERDOVEY.

NAMES of PILOTS.

Nicholas, J. - aged 58 | Morris, H. - - aged 58 | Rowland, H. - aged 39 | Williams, O. - aged 51

RATES of PILOTAGE.

See p. 252 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Aberdovey -	43	19 2 7	2	1 9 2	1	1 7 2	2	3 8 -	3	4 - 10	1	4 4 -	52	33 11 9
(2.)—OUTWARDS.														
From Aberdovey to Sea -	56	29 9 6	5	1 16 7	-	- -	1	- 16 -	2	1 18 4	1	- 19 2	65	33 19 7

BARROW.

NAMES of PILOTS.

Bradshaw, M. - aged 37 | Charnley, R. - aged 38 | Raby, H. - aged 25 | Simpson, T. - aged 50
Charnley, H. - - 33 | Charnley, W. K. - 26
Charnley, J. - - 60 | Curwen, W. F. - 33 | Raby, R. - - 53 | Wright, J. R. - 32

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Barrow -	-	- - -	32	52 19 5	2	5 14 -	115	642 19 5	3	12 15 -	55	342 10 10	207	1,056 16 8
From Piel to Barrow -	3	1 13 8	32	16 17 3	-	- - -	4	5 4 3	-	- -	6	5 19 11	45	29 15 1
From Sea to Piel - -	-	—	-	—	-	—	-	—	-	—	-	—	-	—
TOTAL - - -	3	1 13 8	64	69 16 8	2	5 14 -	119	648 3 8	3	12 15 -	61	348 19 9	252	1,086 13 9
(2.)—OUTWARDS.														
From Barrow to Sea -	-	- -	11	11 9 8	-	- -	118	665 18 10	1	10 - -	55	176 17 4	185	864 5 10
From Barrow to Piel -	-	- -	17	10 9 2	-	- -	3	3 16 1	-	- -	2	1 16 7	22	16 1 10
From Piel to Sea - -	-	- -	1	- 12 6	-	- -	-	- -	-	- -	1	1 17 6	2	2 10 -
Assistance, &c. - -	58	45 15 11	-	- - -	-	- -	-	- -	-	- -	-	- -	58	45 15 11
TOTAL - - -	59	45 15 11	29	22 11 4	-	- -	121	669 14 11	1	10 - -	58	180 11 5	267	928 13 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

BEAUMARIS.

NAMES of PILOTS.

Pritchard, W. - aged 35	Roberts, J. - aged 53	Roberts, W. - aged 69
Roberts, R. - - 63	Edwards, W. - - 55	Jones, W. - - - 61
Hughes, W. - - 66	Hughes, G. - - 35	

RATES of PILOTAGE.

See p. 253 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed b Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Beaumaris -	8	5 1 7	23	27 1 3	4	5 1 9	2	5 18 -	15	28 1 6	10	25 19 -	62	97 3 1
From Port Dinorwic to Cadnant.	270	73 12 3	245	78 6 -	-	- - -	-	- - -	-	- - -	-	- - -	515	151 18 3
From Carnarvon to Cadnant.	-	- -	32	13 1 -	-	- - -	-	- - -	-	- - -	-	- - -	32	13 1 -
Assistance, &c. - - -	1	6 10 10	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	6 10 10
TOTAL - - -	279	85 4 8	300	118 8 3	4	5 1 9	2	5 18 -	15	28 1 6	10	25 19 -	610	268 13 2

(2.)—OUTWARDS.

From Beaumaris to Sea -	-	- - -	8	5 2 6	-	- - -	-	- - -	-	- - -	1	- 13 -	9	5 15 6
From Cadnant to Port Dinorwic.	216	45 5 6	97	33 2 6	-	- - -	-	- - -	-	- - -	-	- - -	313	78 8 -
From Cadnant to Carnarvon.	2	1 7 -	34	12 14 -	-	- - -	-	- - -	-	- - -	-	- - -	36	13 16 -
TOTAL - - -	218	46 7 6	139	50 19 -	-	- - -	-	- - -	-	- - -	1	- 13 -	358	97 19 6

BRIDGWATER.

NAMES of PILOTS.

King, J. - - aged 52	Baker, W. - - aged 48	Griffiths, T. - aged 39	King, H. J. - aged 27
O'Brien, J. - - 56	Griffiths, T. - - 66		
Surfield, T. - - 49	Hobbs, W. - - - 59	Griffiths, B. - - 37	Clapp, G. - - - 38

RATES of PILOTAGE.

See p. 254 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Bridgwater -	2	1 5 -	69	54 12 8	3	8 2 -	6	11 14 9	1	2 - -	49	163 - 3	130	240 14 8
From Burnham to Bridgwater	100	30 10 6	520	139 15 1	-	- - -	-	- - -	-	- - -	-	- - -	620	170 5 7
TOTAL - - -	102	31 15 6	589	194 7 9	3	8 2 -	6	11 14 9	1	2 - -	49	163 - 3	750	411 - 3

(2.)—OUTWARDS.

From Bridgwater to Sea - -	2	- 17 6	20	26 9 7	-	- - -	8	14 18 -	-	- - -	30	77 18 5	60	120 5 6
From Bridgwater to Burnham	34	6 18 -	343	102 11 10	-	- - -	-	- - -	-	- - -	-	- - -	387	109 9 10
Assistance, &c. - - -	2	6 13 4	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	2	6 13 4
TOTAL - - -	38	14 8 10	363	129 1 5	-	- - -	8	14 18 -	-	- - -	30	77 18 5	429	236 6 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

BRIDPORT.

NAMES of PILOTS.

Shekel, J. - - - - - aged 58 | Gale, R. - - - - - aged 44

RATES of PILOTAGE.

See p. 256 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	53	44 5 2	1	- 13 6	1	1 15 -	1	2 8 -	3	5 17 3	59	54 18 11

(2.)—OUTWARDS.

From Harbour to Sea - - -	55	25 11 4	1	- 7 -	-	- -	-	- -	2	2 - -	58	27 18 4

CARLISLE.

NAMES of PILOTS.

Coulthard, W. - aged 69 | Kea, T. - aged 60 | Richardson, J. - aged 48

RATES of PILOTAGE.

See p. 258 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Maryport to Silloth - -	1	1 14 6	7	6 4 7	10	27 17 7	-	- - -	1	3 15 6	6	12 18 11	25	52 11 1
From Maryport to Annan - -	1	2 14 -	7	12 1 6	-	- - -	-	- - -	1	3 15 6	1	1 10 -	10	19 1 -
TOTAL - - -	2	4 8 6	14	18 6 1	10	27 17 7	-	- - -	2	6 11 -	7	14 8 11	35	71 12 1

(2.)—OUTWARDS.

From Silloth to Maryport - -	1	2 19 -	12	11 18 8	1	1 11 2	1	1 11 11	1	2 1 3	4	5 19 9	20	26 1 9
From Annan to Maryport - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	- 16 -	1	- 16 -
Lay days - - - - - -	1	- 10 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	- 10 -
TOTAL - - -	2	3 9 -	12	11 18 8	1	1 11 2	1	1 11 11	1	2 1 3	5	6 15 2	22	27 7 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

CAERNARVON.

NAMES of PILOTS.

Jones, D. - - aged 50 | Williams, T. - aged 54 | Hughes, R. - - 44 | - Jones, R. - aged 41

RATES of PILOTAGE.

See p. 257 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Outer Buoy to Caernarvon -	35	30 9 -	5	3 1 6	1	- 16 -	1	- 12 -	-	-	2	5 1 3	44	39 19 9
From Outer Buoy to Port Dinorwic	1	1 - -	1	- 18 4	-	- -	-	- -	1	1 4 6	-	- -	3	3 2 10
Assistance, &c. - - - -	4	3 7 4	-	- -	-	- -	-	- -	-	- -	-	- -	4	3 7 4
TOTAL - - -	40	34 16 4	6	3 19 10	1	- 16 -	1	- 12 -	1	1 4 6	2	5 1 3	51	46 9 11

(2.)—OUTWARDS.

From Carnarvon to Outer Buoy -	50	36 10 6	38	24 10 6	1	- 17 -	1	- 12 9	-	- -	-	- -	90	62 10 9
From Port Dinorwic to Outer Buoy	-	—	-	—	-	—	-	—	-	—	-	—	-	—
TOTAL - - -	50	36 10 6	38	24 10 6	1	- 17 -	1	- 12 9	-	- -	-	- -	90	62 10 9

COLCHESTER.

NAMES of PILOTS.

See London District.

RATES of PILOTAGE.

See p. 259 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Pyefleet to Colchester - - - -	-	- -	9	8 12 8	-	- -	-	- -	8	6 5 9	17	14 18 5
From Pyefleet to Wivenhoe - - - -	1	- 16 6	14	9 15 4	1	- 11 3	2	3 8 1	13	9 4 9	31	23 15 11
From Eastness to Wivenhoe - - - -	-	- -	2	- 15 6	-	- -	-	- -	2	2 3 -	4	2 18 6
TOTAL - - -	1	- 16 6	25	19 3 6	1	- 11 3	2	3 8 1	23	17 13 6	52	41 12 10

(2.)—OUTWARDS.

From Colchester to Pyefleet - - - -	-	- -	4	2 10 7	-	- -	-	- -	1	1 3 6	5	3 14 1
From Wivenhoe to Pyefleet - - - -	-	- -	9	4 19 7	-	- -	-	- -	4	2 9 11	13	7 9 6
From Wivenhoe to Eastness - - - -	-	- -	1	- 10 3	-	- -	-	- -	1	- 19 -	2	1 9 3
TOTAL - - -	-	- -	14	8 - 5	-	- -	-	- -	6	4 12 5	20	12 12 10

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

DARTMOUTH.

NAMES of PILOTS.

Moses, C. H. - - aged 55	Coaker, S. - - - aged 46	Kelland, W. R. - - aged 34
Tucker, T. - - - - 52	Bryan, F. J. - - - 41	Crocker, T. F. - - - —
Dyer, J. B. - - - - 42	Wright, W. - - - - 42	Bird, J. L. - - - - —
Weatherdon, F. C. - - 47		

RATES of PILOTAGE.

See p. 260 of Parl. Paper, No 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	–	–	23	60 9 5	2	2 17 –	386	1,183 8 –	346	892 17 5	757	2,139 17 10
(2.)—OUTWARDS.												
From Harbour to Sea	–	–	1	– 6 3	–	–	39	83 2 6	13	18 11 1	53	101 19 10
Assistance, &c.	8	15 12 –	–	–	–	–	–	–	–	–	8	15 12 –
TOTAL	8	15 12 –	1	– 6 3	–	–	39	83 2 6	13	18 11 1	61	117 11 10

EXETER.

NAMES of PILOTS.

Pym, W. - - - aged 48	Pincombe, T. G. - - aged 48	Tupman, E. G. - - aged 61
Thompson, T. W. - - 46	Tupman, J. W. - - - 60	Wannell, W. C. - - 49
Stockman, H. G. - - 44	Carnell, G. - - - 46	Pym, E. P. - - - 49

RATES of PILOTAGE.

See p. 261 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Bight	38	40 17 –	84	106 4 8	6	9 1 1	25	58 9 2	5	11 12 6	44	157 4 1	202	383 8 6
From Bar to Bight	5	7 – –	35	45 8 5	–	– – –	7	14 6 1	1	1 6 1	5	14 2 6	53	82 3 1
From Bight to Turf	20	8 18 3	113	52 11 1	1	– 9 –	21	9 1 2	2	– 18 –	17	8 17 1	174	80 14 7
From Bight to Topsham	1	– 13 –	25	11 17 5	–	– – –	–	– – –	–	– – –	–	– – –	26	12 10 5
Assistance, &c.	1	8 – 4	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	8 – 4
TOTAL	65	65 8 7	257	216 1 7	7	9 10 1	53	81 16 5	8	13 16 7	66	180 3 8	456	566 16 11
(2.)—OUTWARDS.														
From Bight to Sea	5	2 15 4	11	5 15 3	–	– – –	3	2 18 3	–	– – –	7	11 3 4	26	22 12 2
From Topsham to Bight	4	2 12 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	4	2 12 –
From Turf to Bight	27	13 1 6	47	23 19 10	1	– 18 11	–	– – –	1	– 14 7	–	– – –	76	38 14 10
From Turf to Exmouth	32	15 9 11	15	6 16 11	–	– – –	–	– – –	–	– – –	–	– – –	47	22 6 10
From Topsham to Exmouth	3	2 3 6	1	– 13 6	–	– – –	–	– – –	–	– – –	–	– – –	4	2 17 –
TOTAL	71	36 2 3	74	37 5 6	1	– 18 11	3	2 18 3	1	– 14 –	7	11 3 4	157	89 2 10

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

FALMOUTH.

NAMES of PILOTS.

Richards, M.	aged 61	Fittock, G.	aged 49	Coward, T. H.	aged 51	Jenkin, C.	aged 39
Vincett, J. J.	61	Vincent, N.	48	Pascoe, W.	54	Barker, A.	38
Andrew, C.	59	James, H.	47	Sawle, J.	54	Dash, J.	40
Chard, W. D.	56	Angove, J.	47	Jenkin, T.	50	Green, H. T.	39
Bickford, N. W.	58	Watts, F. C.	48	Williams, S.	43	Jenking, C. H.	37
Chard, C. W.	55	Chard, H. F.	48	Andrew J.	47	Collings, G. L.	37
Dash, W.	55	Green, R.	47	Dash, R. C.	45	Fittock, J. H.	39
Jenkings, W. H.	54	Sawle, J.	47	Andrew, F. J.	45	Fittock, C.	39
Andrew, R.	54	Vincent, S.	45	Vincent, P. V.	42	Williams, J.	36
Andrew, E. J.	52	Hancock, F.	43	Carter, G.	43	Chard, U. J.	37
Dash, J.	51	Ball, E. J.	41	Tregeagle, F.	41	Richards, E. C.	37
Lowry, S. F.	49	Scott, J.	44	Hodge, E. J.	43	Benney, R.	42
Andrew, H.	50	Lowry, W. J.	48	Fittock, H. V.	41	Burley, E.	—
Chard, A.	50						

RATES of PILOTAGE.

See p. 264 of Parl. Paper, No. 154 of 1889, and p. 137 of Parl. Paper, No. 251 of 1891.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Falmouth	–	–	–	–	368	1,819 8 –	169	489 2 –	548	2,001 10 6	42	115 3 6	1,127	4,425 4 –
Assistance, &c.	2	2 16 6	–	–	–	–	–	–	–	–	–	–	2	2 16 6
From Falmouth to Truro	4	– 17 6	207	94 6 1	–	–	3	4 11 3	–	–	11	15 15 9	225	115 10 7
TOTAL	6	3 14 –	207	94 6 –	368	1,819 8 –	172	493 13 3	548	2,001 10 6	53	130 19 3	1,354	4,543 11 1

(2.)—OUTWARDS.

From Falmouth to Sea	–	–	–	–	102	256 15 3	236	456 10 8	364	685 – 11	133	282 16 3	835	1,681 3 1
From Truro to Falmouth	5	1 7 6	209	90 – 8	–	–	1	– 15 –	–	–	6	5 15 8	221	97 18 5
TOTAL	5	1 7 6	209	90 – 8	102	256 15 3	237	457 5 8	364	685 – 11	139	288 11 11	1,056	1,779 1 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

FLEETWOOD.

NAMES of PILOTS.

Grimshaw, J. - - aged 63	Helm, J. - - - aged 39	Edwards, S. - - - aged 38
Gerrard, R. - - - 45	Ball, G. - - - - 42	
Grimshaw, G. - - - 30	McCall, J. - - - - 35	Iddon, T. - - - - 38

RATES of PILOTAGE.

See p. 266 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Fleetwood - - -	34	22 8 1	422	309 9 6	10	66 6 11	121	635 2 8	40	215 16 5	116	592 11 3	743	1,861 14 10

(2.)—OUTWARDS.

From Fleetwood to Sea - - -	3	2 17 9	276	175 2 7	5	11 8 11	106	181 10 1	9	22 6 9	121	227 14 10	520	621 - 11
Assistance, &c. - - - - -	69	55 11 9	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	69	55 11 9
TOTAL - - -	72	58 9 6	276	175 2 7	5	11 8 11	106	181 10 1	9	22 6 9	121	227 14 10	589	676 12 8

FOWEY.

NAMES of PILOTS.

Salt, J. - - aged 53	Johns, M. - aged 50	Fisk, A. E. - aged 49	Cloke, W. - aged 42
Salt, J. - - - 33	Johns, C. E. - - 48	Pengelly, R. B. - 57	
Dunn, M. - - 55	Croker, W. - - 46	Willcocks, W. - 65	Johns, R. - - 62

RATES of PILOTAGE.

See p. 267 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	107	56 16 10	71	68 3 8	4	4 12 7	9	10 19 -	69	84 - 6	61	84 11 4	321	309 3 11

(2.)—OUTWARDS.

From Harbour to Sea - - -	50	26 19 4	59	62 13 11	23	18 7 9	-	- - -	25	26 11 4	67	89 15 9	254	224 8 1
Assistance, &c. - - - - -	393	353 13 5	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	393	353 13 5
TOTAL - - -	443	380 12 9	59	62 13 11	23	18 7 9	-	- - -	25	26 11 4	67	89 15 9	647	578 1 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

HARWICH.

NAMES of PILOTS.

Rowland, E. - aged 60 | Horlock, S. H. - aged 55 | Horlock, R. R. - aged 60

In addition to the above one London Pilot is stationed here. *See* London District.

RATES of PILOTAGE.

See p. 268 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harwich - - -	–	– – –	1	3 3 –	–	– – –	9	24 14 –	1	3 3 –	6	19 19 9	7	50 19 9
From Rolling Grounds to Harwich	–	– – –	2	2 7 3	–	– – –	4	6 6 –	1	1 3 7	–	– – –	7	9 16 10
From Mistley to Wrabness - -	19	10 18 3	6	4 1 –	–	– – –	3	10 – –	1	1 4 9	–	– – –	29	26 4 –
From Harwich to Wrabness - -	16	24 15 –	24	38 12 4	2	2 8 2	–	– – –	10	15 6 6	–	– – –	52	81 2 –
Assistance, &c. - - - - -	5	20 12 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	5	20 12 –
TOTAL - - -	40	56 5 3	33	48 3 7	2	2 8 2	16	41 – –	13	20 17 10	6	19 19 9	110	188 14 7

(2.)—OUTWARDS.

From Harwich to Sea - - -	–	– – –	12	18 18 –	–	– – –	22	40 3 3	4	8 13 3	8	18 17 –	46	86 11 6
From Harwich to Rolling Grounds	–	– – –	4	4 16 1	–	– – –	2	2 4 7	1	1 1 –	1	1 3 7	8	9 5 3
From Wrabness to Mistley - -	15	8 14 9	8	10 1 6	–	– – –	–	– – –	–	– – –	–	– – –	23	18 16 3
From Wrabness to Harwich -	14	12 18 1	15	24 2 10	–	– – –	4	12 7 6	7	11 5 9	1	1 7 6	41	62 1 8
TOTAL - - -	29	21 12 10	39	57 18 5	–	– – –	28	54 15 4	12	21 – –	10	21 8 1	118	176 14 8

HOLYHEAD.

NAMES of PILOTS.

Owen, W. - - aged 45 | Thomas, T. - aged 38 | Owen, H. - - aged — | Williams, O. - aged —

RATES of PILOTAGE.

See p. 269 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Holyhead - - -	1	3 17 –	25	37 16 4	6	18 2 3	36	73 8 4	7	14 14 –	12	27 1 5	77	174 19 5

(2.)—OUTWARDS.

From Holyhead to Sea - - -	–	– – –	25	37 6 2	5	11 2 6	19	49 7 –	2	7 15 6	5	11 12 5	56	119 3 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

IPSWICH.

NAMES of PILOTS.

Bird, J. C. - aged 58 | Bacon, C. D. - aged 47 | Bird, W. J. - aged 51 | Taylor, D. - aged —

RATES of PILOTAGE.

See p. 272 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Downham to Ipswich -	–	- -	7	4 9 2	–	- -	6	4 7 11	–	- -	2	1 4 4	15	10 1 5
From Harwich to Downham -	–	- -	5	3 9 –	–	- -	4	2 15 1	–	- -	3	1 14 3	12	7 18 4
From Harwich to Ipswich - -	3	4 12 3	86	90 15 9	4	4 3 3	36	36 9 3	4	3 11 9	53	54 13 7	186	194 5 10
From Levington to Ipswich -	2	1 17 7	1	– 13 1	–	- -	3	2 11 6	–	- -	1	– 10 4	7	5 12 6
TOTAL - - -	5	6 9 10	99	99 7 –	4	4 3 3	49	46 3 9	4	3 11 9	59	58 2 6	220	217 18 1

(2.)—OUTWARDS.

From Ipswich to Harwich - -	2	1 11 6	100	84 4 5	–	- -	7	6 14 6	–	- -	34	29 18 7	143	122 9 –
From Ipswich to Levington -	1	– 12 6	2	1 – 3	–	- -	–	- -	–	- -	2	– 13 8	5	2 6 5
From Downham to Harwich -	1	– 12 3	3	1 13 11	1	– 9 –	–	- -	–	- -	–	- -	5	2 15 2
From Ipswich to Downham -	–	- -	6	2 – 10	–	-	1	– 12 3	–	- -	1	– 12 8	8	3 5 9
TOTAL - - -	4	2 16 3	111	88 19 5	1	– 9 –	8	7 6 9	–	- -	37	31 4 11	161	130 16 4

ISLE OF WIGHT DISTRICT.

NAMES of PILOTS.

Wearn, J. J. - aged 56	Newman, R. - aged 58	Greenham, A. F. aged 62	Greenham, R. W. aged 41
Davis, A. T. - - 50	Caws, J. A. - - 61	Davis, A. - - 68	Caws, S. J. - - 53
Gawn, J. - - - 64	Wallis, W. J. - - 44	Gill, G. W. - - 49	Davis, A. H. - - 39
Love, E. H. G. - - 45	Wallis, E. J. C. - - 42	Barron, M. - - 36	Caws, C. A. - - - 47
Caws, W. R. - - 44	Caws, A. R. - - 64	Knapp, H. - - 65	Greenham, L. - - 47
Luter, G. - - - 42	Caws, B. J. - - 57	Webb, W. - - - 34	Miller, H. - - 42
Caws, N. P. - - 48	Coote, J. - - - 45	Caws, H. J. - - —	Austin, G. E. - - 54
Vine, C. - - - 53	Miller, G. - - - 45	Coote, G. - - - 66	White, G. H. - - 46
Harvey, C. D. - - 66	Row, J. - - - 50	Webb, E. W. - - 73	Andrews, J. W. - 42
Newman, E. D. - - 52	Austin, H. T. - - 58		

RATES of PILOTAGE.

See p. 141 of Parl. Paper, No. 251 of 1891.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—ISLE OF WIGHT—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Cowes	–	– –	125	135 10 1	2	12 5 3	2	8 5 6	10	43 11 4	139	199 12 2
From Sea to Spithead	–	– –	–	– –	17	76 13 9	16	73 19 3	3	14 6 2	36	164 19 2
From Sea to Lepe	–	– –	1	2 6 2	299	1,628 16 5	26	123 7 4	416	2,737 6 9	742	4,491 16 8
From Sea to Southampton	–	– –	1	1 10 –	1	11 2 9	–	– –	–	– –	2	12 12 9
From Sea to Chichester	83	80 14 9	–	– –	–	– –	–	– –	–	– –	83	80 14 9
From Spithead to Portsmouth	–	– –	175	217 8 9	3	7 2 10	4	8 4 –	29	36 11 2	211	299 6 9
In and out of Places within the District.	47	49 18 –	232	262 1 10	–	– –	1	1 3 9	8	11 3 9	388	324 7 4
TOTAL	130	130 12 9	534	618 16 10	322	1,736 1 –	49	214 19 10	466	2,842 19 2	1,501	5,543 9 7

(2.)—OUTWARDS.

From Cowes to Sea	–	– –	89	67 3 9	3	14 19 2	3	9 7 –	12	15 12 –	107	107 1 11
From Portsmouth to Spithead	–	– –	117	131 9 6	1	1 1 –	–	– –	6	5 11 –	124	138 1 6
From Spithead to Sea	–	– –	–	– –	11	65 11 11	–	– –	1	3 1 10	12	68 13 9
From Chichester to Sea	38	26 5 6	–	– –	–	– –	–	– –	–	– –	38	26 5 6
Boarding Money, &c.	–	– –	–	– –	277	519 15 –	54	75 – –	328	611 – –	659	1,205 15 –
TOTAL	38	26 5 6	206	198 13 3	292	601 7 1	57	84 7 –	347	635 4 10	940	1,545 17 8

LOWESTOFT

NAMES of PILOTS.

Drake, J. - aged 48 | Ellis, J. - aged 62 | Herrington, W. - aged 44 | Smith, J. C. - aged 60

Thirteen London Pilots stationed here. *See* London District.

RATES of PILOTAGE.

See p. 276 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roads	2	3 8 8	2	3 16 6	3	8 16 –	–	– –	41	109 15 –	14	35 1 6	62	160 17 8
From Roads to Harbour	–	– –	91	141 14 10	–	– –	17	34 15 10	–	– –	76	132 2 4	184	308 13 –
From Sea to Yarmouth Roads	–	– –	–	– –	–	– –	–	– –	6	26 16 –	–	– –	6	26 16 –
TOTAL	2	3 8 8	93	145 11 4	3	8 16 –	17	34 15 10	47	136 11 –	90	167 3 10	252	496 6 8

(2.)—OUTWARDS.

From Roads to Sea	1	1 7 6	1	1 1 7	–	– –	1	1 17 6	21	26 2 6	4	5 3 6	28	35 12 7
From Harbour to Roads	–	– –	51	50 12 6	–	– –	2	1 7 –	–	– –	69	58 – 10	122	110 – 4
Assistance, &c.	1	1 6 –	–	– –	–	– –	–	– –	–	– –	–	– –	1	1 6 –
TOTAL	2	2 13 6	52	51 14 1	–	– –	3	3 4 6	21	26 2 6	73	63 4 4	151	146 18 11

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

MALDON.

NAMES of PILOTS.

See London District.

RATES of PILOTAGE.

See p. 277 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Maldon	65	34 8 9	13	9 14 10	5	6 13 –	2	2 7 4	8	7 5 9	–	–	93	60 9 8

(2.)—OUTWARDS.

From Maldon to Sea	73	30 8 11	2	2 2 10	4	1 15 –	2	1 12 4	4	8 4 –	1	1 12 6	86	44 15 7

MILFORD.

NAMES of PILOTS.

Watkins, James - aged 47	Hancock, J. P. - aged 27	John, A. - aged 44
Watkins, John - 51	Hancock, P. - 52	John, E. - 47
Hancock, J. - 47	Hancock, F. J. - 27	

RATES of PILOTAGE.

See p. 278 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	1	1 – –	14	25 14 9	1	2 5 –	28	59 18 11	15	58 1 –	19	58 6 3	78	205 5 11

(2.)—OUTWARDS.

From Harbour to Sea	–	–	11	36 6 –	–	–	2	3 4 6	18	28 16 10	19	27 13 5	50	96 – 9
Distance Money, Assistance, &c.	93	241 6 3	–	–	–	–	–	–	–	–	–	–	93	241 6 3
TOTAL	93	241 6 3	11	36 6 –	–	–	2	3 4 6	18	28 16 10	19	27 13 5	143	337 7 –

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NEATH.

Definition of Limits.—From the Outside of Neath Bar (Fairway Buoy) into the Port and Harbour of Neath, or *vice versâ*.

NAMES of PILOTS.

Harries, W. - aged 45	Williams, L. - aged 53	Phillipps, J. - aged 55	Williams, D. - aged 60
Williams, D. - - 60	Perrett, W. - - 54	Vigors, L. - - 51	Deacon, J. - - 47
Phillipps, G. - - 57	Jones, T. - - 62	Perrett, G. - - 43	Williams, D. - - 45
Perrett, H. - - 60	Davies, D. - - 49	Williams, W. - - 69	Perrett, S. - - 45
Collins, T. C. - - 52			

RATES of PILOTAGE.

	First Station. From Outside of Neath Bar (Fairway Buoy) to the Layer, and to any distance between the Layer and Southern end of Abbey Estate, or *vice versâ*.	Second Station. From Outside of Neath Bar (Fairway Buoy) to any distance lying between the Inner Termination of the First Station and the Abbey Pill, or *vice versâ*.	Third Station. From Outside of Neath Bar (Fairway Buoy) to any distance lying between the Abbey Pill and Neath Bridge, or *vice versâ*.
For the Pilotage of any Vessel—	£. s. d.	£. s. d.	£. s. d.
Under 60 tons register	– 7 6	– 8 3	– 9 –
60 tons and under 100 tons register	– 10 6	– 11 6	– 12 6
100 " " 150 " "	– 13 6	– 14 9	– 16 –
150 " " 200 " "	– 16 –	– 17 6	– 19 –
200 " " 250 " "	– 19 –	1 1 –	1 2 9
250 " " 300 " "	1 2 –	1 4 –	1 6 3
300 " " 400 " "	1 6 –	1 8 6	1 11 –
400 " " 500 " "	1 11 6	1 14 6	1 17 6

And 5*s.* for every additional 100 tons register, or part of 100 tons.

The several pilotage rates herein specified are subject to an addition of one-fifth in respect of vessels not propelled by steam or towed by steam vessels.

Any vessel taken to the Mumbles Road, at the request of the master, shall pay extra pilotage, at the rate of 3*s.* 6*d.* for every 100 tons or part of 100 tons register.

For conducting Vessels from one Station to another within the Port :—

	s.	*d.*
Vessels under 100 tons register	3	–
" of 100 " " and under 150 tons register	3	6
" " 150 " " " 200 "	4	–
" " 200 " " " 250 "	5	–
" " 250 " " " 400 "	6	–
" " 400 " " and upwards	8	–

Pilot boat and hobblers' fees as per scale, which are included in the rates :—

	£. *s.* *d.*	*s.*	*d.*
Vessels paying	1 – – and less to pay	4	–
" "	1 5 – " "	4	6
" "	1 10 – " "	5	–
" "	1 15 – " "	5	–
" "	2 – – " "	5	6
" "	2 5 – " "	5	6
" "	2 10 – " "	6	–
" "	2 15 – " "	6	–
" "	3 – – " "	6	6

and 1*s.* for every additional 10*s.* or part of 10*s.*

Half the above pilot boat and hobblers' fees if piloted only one way.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—NEATH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES to which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to 1st Station	2	1 7 –	657	444 15 4	4	5 7 3	1	1 3 6	36	24 8 2	700	477 1 3
From Sea to 2nd Station	–	–	48	33 8 –	–	–	–	–	2	1 18 –	50	34 6 7
From Sea to 3rd Station	–	–	7	4 5 11	–	–	–	–	–	–	7	4 5 11
TOTAL	2	1 7 –	712	482 9 10	4	5 7 3	1	1 3 6	38	25 6 2	757	515 13 9

(2.)—OUTWARDS.

From 1st Station to Sea	1	– 19 8	632	438 7 3	4	5 7 3	–	–	33	21 19 –	670	466 13 2
From 2nd Station to Sea	–	–	51	34 2 3	–	–	–	–	1	– 8 –	52	34 10 3
From 3rd Station to Sea	–	–	6	6 3 9	–	–	–	–	–	–	6	3 9 –
Assistance, &c.	12	60 – –	–	–	–	–	–	–	–	–	12	60 – –
TOTAL	13	60 19 8	689	475 18 6	4	5 7 3	–	–	34	22 7 –	740	564 12 5

NEWHAVEN.

NAMES of PILOTS.

Mockford, W. - aged 57 | Pay, G. - - aged 54 | Balcombe, N. - aged 42 | Balcombe, F. G. aged —
Taylor, J. - - - 40 | Wood, G. - - - 45 | Winder, R. - - 43

RATES of PILOTAGE.

See p. 280 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	1	1 19 4	117	194 5 6	2	3 18 9	63	90 13 9	183	290 17 4
Distance Money, Assistance &c.	90	369 19 11	–	–	–	–	–	–	90	369 19 11
TOTAL	91	371 19 3	117	194 5 6	2	3 18 9	63	90 13 9	273	660 17 8

(2.)—OUTWARDS.

From Harbour to Sea	1	– 11 10	118	65 19 1	2	3 – –	63	37 14 9	184	107 5 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

PADSTOW.

NAMES of PILOTS.

Revely, J. J.	aged 48	French, S.	aged 38
England, R.	34		
Brown, S.	43	Grubb, D.	44

RATES of PILOTAGE.

See p. 282 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Stepper Point to Padstow -	238	129 - 4	14	15 5 6	2	5 3 -	1	3 10 -	1	1 2 6	256	154 1 4

(2.)—OUTWARDS.

From Padstow to Stepper Point -	23	6 15 6	2	3 3 9	-	- -	-	- -	1	- 11 5	26	10 10 8
Assistance, &c. - - - -	4	4 12 4	-	- -	-	- -	-	- -	-	- -	4	4 12 4
TOTAL - - -	27	11 7 10	2	3 3 9	-	- -	-	- -	1	- 11 5	30	15 3 -

PENZANCE.

NAMES of PILOTS.

Pollard, R.	aged 41	Nicholls, B.	aged 47	Trewhella, H.	aged 59
Nicholls, P.	42				
Nicholls, F.	—	Quick, J. T.	38	Hill, J.	56

RATES of PILOTAGE.

See p 284 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	85	44 7 -	63	45 11 9	2	3 6 -	13	20 5 3	14	20 16 9	4	8 8 6	181	142 15 3

(2.)—OUTWARDS.

From Harbour to Sea - -	61	25 12 6	44	30 12 9	3	1 13 -	10	14 2 -	2	1 12 -	3	3 19 -	122	77 11 8
Assistance, &c. - - -	27	19 14 -	-	- -	-	- -	-	- -	-	- -	-	- -	27	19 14 -
TOTAL - - -	88	45 6 6	44	30 12 9	2	1 13 -	10	14 2 -	2	1 12 -	3	3 19 -	149	97 5 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

PLYMOUTH

NAMES of PILOTS.

Glinn, J. - - - aged 65	Chappell, H. - - aged 51	Pascho, J. - - - aged 43
Williams, J. B. - - - 65	Brooks, S. W. - - - 49	Williams, J. H. M. - - 39
Tucker, W. W. - - - 61	Ridgway, C. - - - 56	Phillipps, G. H. - - - 40
Brooks, W. H. - - - 57	Parford, J. - - - 42	Glinn, H. R. - - - 39
Hancock, S. - - - 57	Hancock, W. R. - - 49	Collings, J. S. - - - 39
Kent, W. F. - - - 55	Glinn, J. A. - - - 42	Skilton, G. H. - - - 40
Hoppins, J. L. - - 53	Glinn, P. H. - - - 47	Staddon, T. W. G. - - —
Tucker, E. - - - 60	Folley, W. R. - - - 51	Odgers, T. - - - - —
Hoppins, J. S. - - - 49	Sheldon, C. H. - - - 51	Williams, J. H. - - - —
Hooper, J. T. - - - 51	Skilton, J. B. - - - 42	

RATES of PILOTAGE.

See p. 285 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Sound - -	1	1 - -	10	11 3 6	20	50 6 5	507	1,117 19 6	75	139 1 8	124	260 8 8	737	1,579 19 9
From Sound to Harbour -	-	- -	1	3 - -	1	1 19 -	54	116 16 1	10	19 8 3	90	170 4 5	156	311 7 9
From Sea to Harbour -	-	- -	-	- -	1	- 15 -	30	75 11 3	8	16 12 6	13	33 15 11	52	126 14 8
Assistance, &c. - - -	160	374 6 -	-	- -	-	- -	-	- -	-	- -	-	- -	160	374 6 -
TOTAL - - -	161	375 6 -	11	14 3 6	22	53 - 5	591	1,310 6 10	93	175 2 5	227	464 9 -	1,105	2,392 8 2

(2.)—OUTWARDS.

From Sound to Sea - -	-	- -	3	11 3 3	1	1 2 6	403	912 4 -	10	20 13 6	73	147 11 7	490	1,092 14 10
From Harbour to Sound -	-	- -	-	- -	-	- -	12	25 5 3	1	1 - -	8	11 18 7	21	38 3 10
From Harbour to Sea -	-	- -	4	6 17 10	5	6 6 -	51	110 8 4	6	13 12 -	25	48 5 3	91	185 9 5
TOTAL - - -	-	- -	7	18 1 1	6	7 8 6	466	1,047 17 7	17	35 5 6	106	207 15 5	602	1,316 8 1

POOLE.

Definition of Limits.—From Christ Church, inclusive, to St. Alban's Head, and *vice versâ*, and to and from and into and out of all ports and places within those limits.

NAMES of PILOTS.

Wills, T. H. - - aged 29	Brown, Tom - - aged —	Stone, Jas. - - - aged 59
Wills, T. H., jun. - - —	Wills, F. W. - - - 58	
Brown, T. - - - - 53	Stone, W. H. - - - 41	Brown, E. - - - - 41

RATES of PILOTAGE.

For the pilotage of any vessel from Studland Bay to Pool Quay, 3*s.* per foot draught of water.

For the pilotage of any vessel from Studland Bay to Brownsea, two-thirds of the above.

For the pilotage of any vessel from St. Alban's or Christ Church Heads to Poole Quay, 4*s.* per foot, and in proportion from those Heads to Brownsea, &c.

For the pilotage of any vessel from any place between either of the said Heads and Studland Bay to Poole Quay, 3*s.* 6*d.* per foot, and in proportion from the said places to Brownsea, &c.

For the pilotage of any vessel not bound to Poole, the master whereof chooses to employ a pilot from sea into Studland Bay or Swanage Bay, to stop at either place for tide or for shelter, 1*s.* 6*d.* per foot.

For the pilotage of any vessel outwards, the same rate as the foregoing.

The several pilotage rates herein specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

The

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—POOLE—*continued.*

The pilot having charge of any ship or vessel lying in Studland Bay, the master whereof may require him to remain on board for security, shall be entitled to 7*s.* 6*d.* per day for the time he is so required to remain, provided such ship or vessel be not afterwards piloted by him into Poole Harbour.

The pilot of any vessel shall, if required by the owner or master only, provide a boat with four men, to attend her from Stakes to the Quay, or from the Quay to Stakes, to tow her in or out, or to carry out ropes on shore or to the buoys, as may be necessary, for which service they shall be paid the sum of 10*s.*

The pilots shall at all times when required by the master or owner, lend their assistance to work any vessel to or from the Quay into or out of the Harbour, for which service they shall be paid as follows, viz. :—For working a vessel to or from the Bay, 5*s.* ; to or from Brownsea, 3*s.* ; and to or from Stakes, 2*s.* per man ; and the same for the boat they attend in ; and 4*s.* per day each man if detained on board after the first day.

Coasting vessels and vessels from the Channel Islands are to pay two-thirds of the above rates of pilotage.

In addition to the above rates, the following charges for any of the undermentioned services shall be paid :

	s.	*d.*
For removing a vessel from one side of Poole Quay to the other side	5	–
For removing a vessel through the bridge	10	–
No charge to be made for piloting vessel back if she be afterwards piloted to sea.		
For proceeding on shore to hoist the signal for a steam tug	10	–

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	208	220 9 5	197	202 15 11	1	– 19 6	10	17 15 5	29	42 5 9	89	143 15 4	534	628 1 4

(2.)—OUTWARDS.

From Harbour to Sea	103	93 3 4	246	198 14 4	2	2 1 –	2	2 9 6	11	12 1 6	74	66 17 5	438	375 7 1
Assistance, &c.	25	34 11 –	–	–	–	–	–	–	–	–	–	–	25	34 11 –
TOTAL	128	127 14 4	246	198 14 4	2	2 1 –	2	2 9 6	11	12 1 6	74	66 17 5	463	409 18 1

PORTMADOC.

NAMES of PILOTS.

Owen, H. – aged 54	Morris, E. – aged 47	Humphreys, J. – aged 56
Morris, D. – 44	Davies, R. – 49	Williams, J. – 54

RATES of PILOTAGE.

See p. 288 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	417	161 5 6	44	29 19 –	6	5 2 9	467	196 7 3

(2.)—OUTWARDS.

From Harbour to Sea	416	204 4 5	38	27 2 11	8	7 6 9	462	238 14 1

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

PRESTON.

Definition of Limits.—From Preston to the Nelson Buoy (Fairway Buoy), and *vice versâ*, and along the coast between Formby Point and Lune Deeps.

FLEETWOOD ON WYRE DISTRICT, INCLUDING THE RIVER RIBBLE.

NAMES of PILOTS.

Thompson, J.	aged —	Spencer, J.	aged 39	Banks, D.	aged —	Wignall, T.	aged —
Wilson, E.	42	Kinsman, J.	39	Greenwood, R.	—	Coppack, R.	—

RATES of PILOTAGE.

	Under 200 Tons Register.	200 Tons and under 600 Tons Register.	600 Tons and under 1,000 Tons Register.	1,000 Tons and over.
	Per foot.	*Per foot.*	*Per foot.*	*Per foot.*
	s. d.	*s. d.*	*s. d.*	*s. d.*
From Nelson Buoy to Preston Dock or *vice versâ*	°4 –	°5 –	°6 –	°7 –
From Nelson Buoy to Lytham Pier or *vice versâ*	2 –	2 6	3 –	4 –
From Lytham Pier to Preston Dock or *vice versâ*	1 6	2 –	2 6	3 –
From Lune Deeps to Preston Dock or *vice versâ*	6 –	8 –	9 –	10 –
From Formby Point to Preston Dock or *vice versâ*	6 –	8 –	9 –	10 –

° On vessels employed in the Coasting Trade one-half of the above rate.

The additional rate, for intermediate portions of a foot in the draft, to be regulated as follows, viz.:—

For 3 inches and under - - - - - - No addition.
For more than 3 inches and under 9 inches - - The medium between the two rates.
For 9 inches and upward - - - - - - The rate for the next foot.

REGULATIONS, &c.

See p. 154 of Parl. Paper, No. 263 of 1893.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Nelson Buoy to Preston Docks	9	18 15 6	343	497 7 6	1	2 10 –	26	66 13 9	33	117 13 –	40	144 12 –	452	847 11 9
From Lytham Pier to Preston Docks	3	2 6 6	91	68 6 –	–	– – –	–	– – –	–	– – –	–	– – –	94	70 12 6
From Lune Deeps to Preston Docks	–	– – –	–	– – –	–	– – –	–	– – –	5	24 19 –	1	3 5 –	6	28 4 –
From Sea to Lytham Pier	2	2 7 –	7	6 7 1	–	– – –	–	– – –	–	– – –	–	– – –	9	8 14 1
TOTAL	14	23 9 –	441	572 – 7	1	2 10 –	26	66 13 9	38	142 12 –	41	147 17 –	561	955 2 4

(2.)—OUTWARDS.

From Preston Docks to Nelson Buoy	1	1 4 6	303	374 13 3	–	– – –	6	16 5 –	21	46 18 –	30	77 8 6	361	516 9 3
From Preston Docks to Lytham Pier	–	– – –	86	57 1 3	–	– – –	–	– – –	–	– – –	–	– – –	86	57 1 3
From Lytham Pier to Nelson Buoy	–	– – –	1	1 1 3	–	– – –	–	– – –	–	– – –	–	– – –	1	1 1 3
TOTAL	1	1 4 6	390	432 15 9	–	– – –	6	16 5 –	21	46 18 –	30	77 8 6	448	574 11 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

ROCHESTER.

NAMES of PILOTS.

See London District.

RATES of PILOTAGE.

See London District.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Nore to Chatham	1	– 15 –	15	40 3 11	–	– – –	5	14 12 6	10	28 7 1	29	81 19 3	60	165 17 9
From Sheerness to Chatham	1	1 10 –	501	625 16 6	1	3 3 –	20	35 14 3	12	28 17 7	29	69 18 3	564	764 19 7
From Nore to Sheerness	–	– – –	1	1 4 –	–	– – –	–	– – –	–	– – –		4 6 –	3	5 10 –
TOTAL	2	2 5 –	517	667 4 5	1	3 3 –	25	50 6 9	22	57 4 8	60	156 3 6	627	936 7 4
(2.)—OUTWARDS.														
From Chatham to Nore	–	– – –	2	7 – –	–	– – –	5	36 2 10	4	16 14 –	7	23 10 6	18	83 7 4
From Chatham to Sheerness	–	– – –	571	607 10 –	–	– – –	3	3 4 6	–	– – –	7	10 4 3	581	620 18 9
From Sheerness to Nore	–	– – –	2	5 2 –	1	6 – –	4	20 5 7	2	7 3 –	10	42 18 6	19	80 9 1
TOTAL	–	– – –	575	619 12 –	1	6 – –	12	59 12 11	6	23 17 –	24	76 13 3	618	785 15 2

RYE.

NAMES of PILOTS.

Downey, S. R. - - aged 49 | Chandler, W. P. - - aged 46

RATES of PILOTAGE.

See p. 289 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	Amount.	FOREIGN VESSELS. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	98	77 4 9	–	– – –	12	13 15 –	110	90 19 9
(2.)—OUTWARDS.								
From Harbour to Sea	101	51 16 –	–	– – –	3	2 2 –	104	53 18 –

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

ST. IVES AND HAYLE.

NAMES of PILOTS.

Cocking, M.	aged 50	Williams, T.	aged 56	Stevens, R. G.	aged 44
Stevens, E. S.	—	Stevens, J.	59	Love, T. G.	29
Couch, A.	56	Stevens, W. G.	52	Trevaskis, J.	44
Cothey, E.	68	Gilbert, F.	47	Treloar, J.	67

RATES of PILOTAGE.

See p. 290 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Hayle	28	9 8 3	429	164 5 3	–	–	3	4 – –	–	–	1	1 18 7	461	179 12 1
From Sea to St. Ives	41	9 11 –	14	3 12 2	1	1 7 6	–	–	–	–	–	–	56	14 10 8
TOTAL	69	18 19 3	443	167 17 5	1	1 7 6	3	4 – –	–	–	1	1 18 7	517	194 2 9

(2.)—OUTWARDS.

From Hayle to Sea	10	2 19 6	384	142 1 6	1	1 9 –	1	– 14 –	2	1 14 6	–	–	398	148 18 6
From St. Ives to Sea	19	5 5 4	11	2 17 8	–	–	–	–	–	–	–	–	30	8 3 –
TOTAL	29	8 4 10	395	144 19 4	1	1 9 –	1	– 14 –	2	1 14 6	–	–	428	157 1 6

SCILLY.

NAMES of PILOTS.

Legg, W.	aged 57	Jenkins, E.	aged 36	Nance, J.	aged 62
Hicks, A.	55	Mortimer, W. G.	48	Ashford, R.	51
Legg, F. G.	36							
Bickford, W	53	Hicks, A. J.	47	Skinner, D. J.	42

RATES of PILOTAGE.

See p. 291 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	3	2 3 4	10	9 14 9	2	6 8 –	3	16 1 8	5	18 5 1	1	2 12 –	24	55 4 10
Assistance, &c.	26	67 – 10	–	–	–	–	–	–	–	–	–	–	26	67 – 10
TOTAL	29	69 4 2	10	9 14 9	2	6 8 –	3	16 1 8	5	18 5 1	1	2 12 –	50	122 5 8

(2.)—OUTWARDS.

From Harbour to Sea	3	1 1 8	5	2 18 1	3	4 11 –	2	4 12 1	5	0 3 5	1	1 6 –	19	23 12 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SHOREHAM.

NAMES of PILOTS.

Maynard, H. - - aged 50	Hatcher, W. - - aged —	Cobby, G. - - - aged —
Brazier, W. - - - 66	Maynard, T. - - - - 47	Lawrence, J. - - - —
Austin, J. - - - - 59	Upperton, S. - - - - —	Griggs, H. - - - - 43

RATES of PILOTAGE.

See p. 151 of Parl. Paper, No. 251 of 1891.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour -	9	5 14 11	295	378 8 -	2	1 11 6	16	20 14 8	1	2 2 -	83	117 16 7	406	526 7 8
Assistance, &c. - -	305	372 14 11	-	- -	-	- -	-	- -	-	- -	-	- -	305	372 14 11
TOTAL - - -	314	378 9 10	295	378 8 -	2	1 11 6	16	20 14 8	1	2 2 -	83	117 16 7	711	899 2 7

(2.)—OUTWARDS.

From Harbour to Sea -	2	- 19 6	240	217 17 3	-	- -	7	8 8 10	-	- -	72	58 14 5	321	286 - -

SOUTHAMPTON.

NAMES of PILOTS.

Nicholls, W. - aged 55	Penny, E. - aged 40	Dawson, G. H. - aged 33	Bowyer, J. - aged —
Nicholls, J. - - 54	Gadd, W. A. - - 40	Bowyer, G. W. - - 32	Wild, C. - - - —
Pearce, R. S. - - 52	Tubbs, W. G. - - 37	Hill, W. S. - - 31	Stephens, J. T. - - —
Bowyer, J. T. - - 51	Blyth, J. - - - 34	Nicholls, W. - - 31	Wild, A. - - - —
Bowyer, W. C. - - 46			

RATES of PILOTAGE.

See p. 294 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lepe to Southampton	-	- -	44	62 19 6	-	- -	260	545 13 6	46	77 11 10	360	1,023 13 9	710	1,709 18 7
In and out of Places within District.	186	119 13 1	231	311 12 9	2	3 4 -	5	7 4 -	29	44 12 9	38	40 1 -	491	526 7 7
TOTAL - - -	186	119 13 1	275	374 12 3	2	3 4 -	265	552 17 6	75	122 4 7	398	1,063 14 9	1,201	2,236 6 2

(2.)—OUTWARDS.

From Southampton to Sea -	-	- -	32	70 9 -	-	- -	233	1,356 16 7	25	71 4 1	377	2,689 1 1	667	4,187 10 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

TEIGNMOUTH.

NAMES of PILOTS.

Ward, A. - - aged 63	Matthews, W. H. aged 52	Whiteway, J. - - aged 42
Gilpin, R. K. - - - 44	Matthews, F. R. J. - - 42	Gilpin, W. H. - - - 40

RATES of PILOTAGE.

See p. 295 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	10	12 19 -	280	288 1 9	-	- - -	4	8 7 3	12	18 16 5	306	328 4 5
(2.)—OUTWARDS.												
From Harbour to Sea - - -	4	1 18 -	340	203 5 9	1	1 1 10	2	1 16 2	11	10 1 3	358	2 18 3

WELLS.

NAMES of PILOTS.

Crawford, W. - - aged 53 | Smith, R. - - - aged 44 | Wordingham, C. - - aged —

RATES of PILOTAGE.

See p. 296 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	1	1 - -	23	17 5 8	1	1 3 -	14	13 2 -	39	32 10 8
(2.)—OUTWARDS.										
From Harbour to Sea - - -	2	- 13 6	17	12 8 7	-	- -	15	7 7 9	34	20 9 10

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

WEYMOUTH.

NAMES of PILOTS.

Way, E. - - - aged 68	Perry, J. - - - aged 46	Lovell, R. - - aged 43
Benfield, J. - - - 42	Benfield, J. W. - - 42	Bennett, T. W. - - —
Way, J. - - - - 44	Carter, F. - - - 48	Male, S. - - - - —
Crabb, A. - - - 47		

RATES of PILOTAGE.

See p. 297 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Weymouth and Portland Roads.	–	– –	1	1 4 7	13	17 16 3	404	428 4 2	26	50 4 3	288	274 13 9	732	772 3 –
From Weymouth and Portland Roads to Harbour.	24	42 18 9	11	16 3 3	–	– –	4	4 18 2	3	5 11 –	2	3 12 –	44	73 3 2
From Sea to Lyme - - - -	17	17 3 –	–	– –	–	– –	–	– –	–	– –	–	– –	17	17 3 –
Assistance, &c. - - - -	11	66 17 6	–	– –	–	– –	–	– –	–	– –	–	– –	11	66 17 6
TOTAL - - -	52	126 19 3	12	17 7 10	13	17 16 3	408	433 2 4	29	55 15 3	290	278 5 9	804	929 6 8

(2.)—OUTWARDS.

From Weymouth and Portland Roads to Sea.	–	– –	–	– –	1	2 5 –	252	193 10 4	7	14 – –	153	110 11 10	413	320 7 2
From Harbour to Weymouth and Portland Roads.	11	11 11 –	3	2 16 2	–	– –	4	3 2 3	2	2 11 –	7	4 18 3	27	24 18 8
From Lyme to Sea - - - -	16	15 18 –	–	– –	–	– –	–	– –	–	– –	–	– –	16	15 18 –
TOTAL - - -	27	27 9 –	3	2 16 2	1	2 5 –	256	196 12 7	9	16 11 –	160	115 10 1	456	361 3 10

WOODBRIDGE.

NAMES of PILOTS.

Newson, G. W. - aged 39	Clarke, W. G. - - aged 39	Adams, J. A. - - aged 48
Frost, C. E. - - - 41	Southgate, T. - - - —	Newson, C. H. - - - 25

RATES of PILOTAGE.

See p. 299 of Parl. Paper, No. 154 of 1889.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—WOODBRIDGE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Woodbridge	427	97 10 4	1	– 5 –	–	– – –	3	1 9 9	431	99 5 1
From Bowships to Woodbridge	90	31 6 9	–	– – –	–	– – –	1	– 8 8	91	31 15 5
TOTAL	517	128 17 1	1	– 5 –	–	– – –	4	1 18 5	522	131 – 6

(2.)—OUTWARDS.

From Woodbridge to Sea	323	93 10 4	1	– 4 2	–	– – –	1	– 4 2	325	93 18 8
From Woodbridge to Bowships	87	23 5 8	–	– – –	1	– 7 6	2	1 5 6	90	24 18 8
Assistance, &c.	5	1 17 –	–	– – –	–	– – –	–	– – –	5	1 17 –
TOTAL	415	118 13 –	1	– 4 2	1	– 7 6	3	1 9 8	420	120 14 4

YARMOUTH.

NAMES of PILOTS.

Adams, A. - - aged 54
Austin, C. - - - 42
Austin, W. - - aged 49
Howard, H. - - - 51
King, A. - - - aged 35

Twelve London pilots are stationed here.

RATES of PILOTAGE.

See p. 300 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1893.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. COASTERS. Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roads	–	– – –	1	2 8 –	–	– – –	1	3 – –	–	– – –	5	12 16 6	19	29 19 5	26	48 3 11
From Roads to Harbour	–	– – –	72	102 – 5	1	3 – –	30	64 1 5	–	– – –	–	– – –	163	298 12 7	266	467 14 5
Assistance, &c.	1	5 17 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	5 17 6
TOTAL	1	5 17 6	73	104 8 5	1	3 – –	31	67 1 5	–	– – –	5	12 16 6	182	328 12 –	293	521 15 10

(2.)—OUTWARDS.

From Roads to Sea	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	2	2 15 –	2	2 15 –
From Harbour to Roads	–	– – –	48	58 8 11	–	– – –	–	– – –	5	6 4 6	–	– – –	43	40 15 2	96	105 8 7
TOTAL	–	– – –	48	58 8 11	–	– – –	–	– – –	5	6 4 6	–	– – –	45	43 10 2	98	108 3 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SUMMARY OF THE OUTPORT PILOTS.

PORT.	Number of Pilots.	PORT.	Number of Pilots.
ABERDOVEY	4	NEATH	17
BARROW	10	NEWHAVEN	7
BEAUMARIS	8	PADSTOW	5
BRIDGWATER	10	PENZANCE	7
BRIDPORT	2	PLYMOUTH	29
CAERNARVON	4	POOLE	8
CARLISLE	3	PORTMADOC	6
DARTMOUTH	10	PRESTON	8
EXETER	9	RYE	2
FALMOUTH	53	ST. IVES	12
FLEETWOOD	8	SCILLY	10
FOWEY	11	SHOREHAM	9
HARWICH	3	SOUTHAMPTON	17
HOLYHEAD	4	TEIGNMOUTH	6
IPSWICH	4	WELLS	3
ISLE OF WIGHT	38	WEYMOUTH	10
LOWESTOFT	4	WOODBRIDGE	6
MILFORD	8	YARMOUTH	5
		TOTAL	360

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SUMMARY, 1893.

Ports.	Number of Vessels.	Inward Pilotage. £.	s.	d.	Number of Vessels.	Outward Pilotage. £.	s.	d.
Aberdovey	52	38	11	9	65	33	19	7
Barrow	252	1,086	13	9	267	928	13	7
Beaumaris	610	268	13	2	358	97	19	6
Bridgwater	750	411	–	3	429	236	6	8
Bridport	59	54	18	11	58	27	18	4
Caernarvon	51	46	9	11	90	62	10	9
Carlisle	35	71	12	1	22	27	7	2
Colchester	52	41	12	10	20	12	12	10
Dartmouth	757	2,139	11	10	61	117	11	10
Exeter	456	566	16	11	157	89	2	10
Falmouth	1,354	4,543	11	1	1,056	1,779	1	6
Fleetwood	743	1,861	14	10	589	676	12	8
Fowey	321	309	3	11	647	578	1	6
Harwich	110	188	14	7	118	176	14	8
Holyhead	77	174	19	5	56	119	3	7
Ipswich	220	217	18	1	161	130	16	4
Isle of Wight	1,501	5,543	9	7	940	1,545	17	8
Lowestoft	252	496	6	8	151	146	18	11
Maldon	93	60	9	8	86	44	15	7
Milford	78	205	5	11	143	337	7	–
Neath	757	515	13	9	740	564	2	5
Newhaven	273	660	17	3	184	107	5	8
Padstow	256	154	1	4	30	15	3	–
Penzance	181	142	15	3	149	97	5	3
Plymouth	1,105	2,392	8	2	602	1,316	8	1
Poole	534	628	1	4	463	409	18	1
Portmadoc	467	196	7	3	462	238	14	1
Preston	561	955	2	4	448	574	11	9
Rochester	627	936	7	4	618	785	15	2
Rye	110	90	19	9	104	53	18	–
St. Ives	517	194	2	9	428	157	1	6
Scilly	50	122	5	8	19	23	12	3
Shoreham	711	899	2	7	321	286	–	–
Southampton	1,201	2,236	6	2	667	4,187	10	9
Teignmouth	306	328	4	5	358	218	3	–
Wells	39	32	10	8	34	20	9	10
Weymouth	804	929	6	8	456	361	3	10
Woodbridge	522	131	–	6	420	120	14	4
Yarmouth	293	521	15	10	98	108	3	7
		30,393	4	2	– –	16,816	3	1
London	– –	76,306	15	7	– –	53,532	2	3
Total £.	– –	106,701	19	9	– –	70,348	5	4

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SUMMARY OF THE TRINITY HOUSE RETURNS.

AS TO PILOTS.

Number of Pilots in the London District	418
Number of Pilots in the Outport Districts	360
AGGREGATE NUMBER	778

AS TO RECEIPTS FOR PILOTAGE.

	Inwards.			Outwards.		
Amount received for Pilotage:	£.	s.	d.	£.	s.	d.
In the London District	76,306	15	7	53,532	2	3
In the Outport Districts	30,395	4	2	16,816	3	1
£.	106,701	19	9	70,348	5	4

AGGREGATE RECEIPTS £. 177,050. 5. 1.

Trinity House, London,
31 May 1894.

Chas. A. Kent,
Secretary.

APPENDIX.

PORT OF BALLINA.

Pilotage is Compulsory. *Limits of District.—See* p. 191 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

— Nil.—

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
James Walsh	70	Henry Henegan	70	Michael Reynolds	45
James Walsh, jun.	45	Henry Henegan, jun.	40	Michael Laughney	60
Patrick Walsh	60	James M'Keown, sen.	70	Martin Laughney	55
Patrick M'Nulty	40	Patrick M'Keown, jun.	25		

Name of Apprentice.—Patrick Reynolds, aged 18.

RATES of PILOTAGE.

See p. 191 of Parl. Paper, No. 154 of 1889.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels. Coasters. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	Totals. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Bar to Quay	86	90 16 –	23	20 7 –	109	111 3 –

(2.)—OUTWARDS.

From Quay to Bar	86	80 15 –	23	17 17 –	109	98 12 –

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for - Inward pilotage	111 3 –	By amount paid in respect of pilots -	209 15 –
Outward pilotage	98 12 –		
£.	209 15 –	£.	209 15 –

16 October 1894.

R. W. Joynt, Secretary.

PORT OF CHESTER.

Pilotage is Free. *Limits of District.—See* p. 82 of Parl. Paper 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 82 of Parl. Paper No. 154 of 1889, and p. 42 of Parl. Paper No. 181 of 1890.

NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
John Bennett (1)	37	Joseph Foulkes	39	George Edwards	43
John Bennett (2)	31	Edward Hewitt	44	Benjamin Bennett	39
Robert Bennett	36	Stephen Hewitt	36	Charles Coppack *	53
John Edwards	37	Thomas Hewitt	29	Robert Lowe *	56
Robert Edwards	56	David Price	58	James Coppack *	58
William Edwards	31				

* Pilot Master.

AMOUNT received for Pilotage of Vessels in 1893.

(1.)—INWARDS.

Distances for which Piloted.	British Vessels. Coasters. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	British Vessels. Oversea. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	Foreign Vessels. Coasters. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	Foreign Vessels. Oversea. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	Totals. No.	Amount. £. s. d.
From Great Orme's Head to Mostyn	–	–	–	–	–	–	1	8 5 –	–	–	–	–	–	–	1	6 16 –	2	15 1 –
From Great Orme's Head to Wild Roads.	–	–	–	–	–	–	3	7 1 2	–	–	–	–	17	48 11 1	10	47 9 2½	29	103 1 5½
From Great Orme's Head, East of Mostyn, to Connah's Quay.	–	–	–	–	–	–	–	–	–	–	–	–	1	2 10 3	2	8 10 6	3	11 – 9
From Wild Roads to Mostyn	1	– 7 6	5	4 15 7	1	2 8 –	–	–	–	–	1	2 12 6	–	–	6	11 – 6	14	21 4 1
From Wild Roads, East of Mostyn, to Connah's Quay.	106	55 – 6	124	77 – 2½	–	–	–	–	–	–	–	–	1	2 8 9	12	27 7 8	243	161 17 1½
From Wild Roads, East of Connah's Quay, to Chester.	21	15 – –	99	80 15 8	–	–	–	–	–	–	1	2 4 –	–	–	–	–	121	97 19 8
From Wild Roads to Point of Ayr	1	– 10 –	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	– 10 –
From Outside of North-west Patch Buoy, &c., to Wild Roads.	2	2 12 –	3	2 3 6	–	–	–	–	–	–	–	–	1	6 6 –	1	5 2 –	7	16 3 6
From Outside of North-west Patch Buoy, &c., to Mostyn.	1	1 4 9	1	1 5 10	–	–	–	–	–	–	–	–	–	–	–	–	2	2 10 7
From Outside of North-west Patch Buoy, &c., to East of Mostyn, to Connah's Quay.	–	–	1	1 4 2	–	–	–	–	–	–	–	–	–	–	–	–	1	1 4 2
From Outside of North-west Patch Buoy, &c., to East of Connah's Quay, to Chester.	–	–	1	1 9 4	–	–	–	–	–	–	–	–	–	–	–	–	1	1 9 4
From Outside of North-west Patch Buoy to Point of Ayr.	1	– 10 –	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	– 10 –
From East of Mostyn to Connah's Quay, to East of Connah's Quay.	–	–	–	–	–	–	–	–	–	–	2	1 10 –	–	–	–	–	2	1 10 –
From East of Mostyn to Connah's Quay to East of Connah's quay, to Chester.	2	– 10 –	5	2 12 6	–	–	–	–	–	–	–	–	–	–	–	–	7	3 2 6
From Mostyn to East of Connah's Quay, to Chester.	–	–	1	– 15 –	–	–	–	–	–	–	–	–	–	–	–	–	1	– 15 –
From Mostyn to East of Mostyn, to Connah's Quay.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	2 16 –	1	2 16 –
From Flint to East of Mostyn, to Connah's Quay.	–	–	1	– 10 –	–	–	–	–	–	–	–	–	–	–	–	–	1	– 10 –
From Liverpool to Mostyn	–	–	1	1 9 6	–	–	–	–	–	–	–	–	–	–	–	–	1	1 9 6
TOTAL	135	75 14 9	242	174 1 3½	1	2 8 –	3	15 6 2	–	–	4	6 6 6	20	59 16 1	33	109 1 10½	438	442 14 8

(2.)—OUTWARDS.

From Connah's Quay to East of Mostyn, to Wild Roads.	–	–	–	–	–	–	1	1 12 –	–	–	1	1 8 9	–	–	2	2 19 9	4	6 – 6
From Connah's Quay to East of Mostyn, to Sea	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	2 10 6	1	2 10 6
From Connah's Quay to East of Mostyn, to Mostyn.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1 7 6	1	1 7 6
From Mostyn to Wild Roads	2	1 2 –	1	1 – –	–	–	–	–	–	–	–	–	–	–	–	–	3	2 2 –
From Mostyn to Sea	–	–	4	5 19 5	2	6 6 –	–	–	–	–	2	6 7 6	–	–	7	19 – 6	15	37 13 5
From Wild Roads to Sea	–	–	1	– 17 6	1	3 – 6	–	–	3	5 9 9	4	6 2 10	–	–	13	31 3 5	22	46 11 –
From Chester and East of Mostyn, to Wild Roads.	45	27 8 –	380	313 5 7½	–	–	1	1 10 –	–	–	–	–	–	–	–	–	426	342 3 7½
From Chester and East of Mostyn, to Mostyn.	1	1 – –	2	1 10 –	–	–	–	–	–	–	–	–	–	–	–	–	3	2 10 –
From Chester and East of Mostyn, to Sea.	1	– 10 –	2	2 1 9	–	–	–	–	–	–	–	–	–	–	–	–	3	2 11 9
From Chester and East of Mostyn, to Connah's Quay.	–	–	3	1 14 –	–	–	–	–	–	–	–	–	–	–	–	–	3	1 14 –
From East of Connah's Quay, to Wild Roads.	–	–	–	–	–	–	–	–	–	–	2	7 19 3	1	2 2 8	–	–	3	6 1 11
From East of Connah's Quay to Sea	–	–	–	–	–	–	–	–	–	–	1	2 13 –	–	–	1	2 5 –	2	4 18 –
TOTAL	49	30 – –	393	323 8 3½	3	9 6 6	2	3 2 –	3	5 9 9	10	20 11 1	1	2 2 8	25	59 6 8	486	456 7 2½

PORT OF CHESTER—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for { Inward pilotage	442	14	8	By balance from last account	13	9	–
{ Outward pilotage	456	7	2½	By amount paid in respect of pilots	843	14	9½
To amount of fees received from applicants for renewals of pilots' licences (13)	13	13	–	By amount paid for rent of pilots' room	6	5	–
To amount of fees received for masters' and mates' certificates (1)	1	1	–	By amount paid for sundries for pilots' new room	4	19	1
To amount of fees received for renewals of masters' and mates' certificates (2)	2	2	–	By amount paid for pilots' travelling expenses	42	1	11
To balance to next account	14	11	11	By amount paid for pilot master	20	–	–
£.	930	9	9½	£.	930	9	9½

25 October 1894.

Samuel Smith, Clerk.

ABSTRACTS

OF THE RETURNS MADE TO THE BOARD OF TRADE

OF

SHIPPING CASUALTIES

WHICH OCCURRED

ON OR NEAR THE COASTS OR IN RIVERS AND HARBOURS OF THE UNITED KINGDOM

From the 1st July 1892 to the 30th June 1893;

ALSO OF THE RETURNS MADE TO THE BOARD OF TRADE DURING THE YEAR 1892–93

OF

SHIPPING CASUALTIES

WHICH OCCURRED TO

BRITISH VESSELS ELSEWHERE THAN ON THE COASTS OF THE UNITED KINGDOM;

AND TO

FOREIGN VESSELS ON OR NEAR THE COASTS OR IN RIVERS AND HARBOURS OF BRITISH POSSESSIONS ABROAD;

With Particulars of Lives Lost by such Casualties; and of Lives Saved at Sea; also of the Returns made to the Registrar General of Seamen during the Year 1892–93 of the Lives Lost from British Vessels by Accidents other than Casualties to the Vessels, and by Disease, &c.; together with Abstracts of the Official Inquiries in the United Kingdom into the Causes of Sea Casualties, held by order of the Board of Trade, during the Year 1892–93; and of the Official Inquiries Abroad, instituted by Consular and Colonial Officers and others, into the Causes of Sea Casualties, of which the Reports were received at the Board of Trade during the Year 1892–93;

And of other Investigations at Home and Abroad which affected the Certificates of Masters and Officers in the Mercantile Marine.

WITH CHARTS AND APPENDICES.

Presented to both Houses of Parliament by Command of Her Majesty.

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1894.

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INTRODUCTION.

Wrecks of and Casualties to Vessels belonging to the United Kingdom.

The total number of sea casualties which occurred in 1892–93 (total losses and serious and minor casualties) was 5,569, or 1,459 less than the number in the preceding year.

The total losses and serious casualties together were 2,146 in number, which was 653 less than the number for 1891–92.

The number of total losses was 355 (tonnage 165,325), which was lower as regards both number and tonnage than any of the preceding 16 years.

The description of the vessels (*i.e.*, sailing or steam) and the nature of the casualties (*i.e.*, founderings, strandings, collisions, other causes, missing vessels) which contributed to the total losses during the last 17 years are shown in the following tables :—

STATEMENT showing the Number and Tonnage of Vessels belonging to the United Kingdom totally Lost at Sea during each of the 17 years ended the 30th June 1893, and showing also the nature of the Casualties by which they were lost.

(a.) Sailing Vessels.

Years.	Founderings.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1876–77	110	29,751	340	82,463	54	7,907	35	16,343	106	27,610	645	164,074
1877–78	105	30,743	296	80,210	55	9,073	26	15,442	50	13,214	532	148,682
1878–79	107	26,340	302	73,944	66	9,463	26	16,057	50	20,844	551	146,648
1879–80	109	36,610	265	71,280	61	8,008	24	10,477	48	24,976	507	151,351
1880–81	138	40,426	466	99,212	63	11,927	53	27,389	118	25,282	838	204,236
1881–82	160	33,479	340	83,173	71	12,699	37	20,468	147	41,977	755	191,796
1882–83	112	25,550	331	85,252	51	6,965	26	13,671	133	32,995	653	164,433
1883–84	103	23,913	272	69,496	61	10,945	36	16,182	109	34,655	581	155,191
1884–85	73	15,438	202	47,040	63	7,596	17	8,981	43	11,798	398	90,853
1885–86	63	11,975	220	57,593	70	6,626	34	18,274	40	20,693	427	115,161
1886–87	73	17,832	225	52,381	75	10,655	42	19,833	48	17,862	463	118,563
1887–88	79	15,724	203	53,403	73	7,234	53	21,646	35	15,528	443	113,535
1888–89	64	10,051	183	50,551	60	15,295	28	11,986	46	15,356	386	103,219
1889–90	60	10,033	191	54,758	63	6,295	27	10,233	26	11,746	367	93,065
1890–91	71	14,008	191	43,674	69	9,769	16	4,814	64	23,027	411	95,292
1891–92	93	23,988	192	47,809	70	8,070	23	6,467	49	16,126	427	102,460
1892–93	58	13,076	106	30,861	45	4,882	18	12,805	28	19,820	255	81,444
TOTALS	1,578	378,917	4,330	1,083,100	1,070	153,409	521	251,068	1,140	373,509	8,639	2,240,003

(b.) Steam Vessels.

Years.	Founderings.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1876-77	8	5,955	47	26,363	13	8,289	5	2,890	12	10,890	85	54,387
1877-78	14	5,300	56	36,126	9	5,904	—	—	10	5,815	89	53,145
1878-79	11	5,801	61	39,667	10	7,948	4	1,865	9	8,365	95	63,646
1879-80	18	16,328	53	40,054	14	9,299	5	1,091	12	10,890	102	77,662
1880-81	19	6,052	68	50,121	21	14,182	2	1,725	8	6,363	118	78,443
1881-82	22	11,665	79	48,814	19	12,234	6	4,858	25	20,920	151	98,491
1882-83	19	13,407	103	74,002	14	9,573	2	1,449	19	14,626	157	113,057
1883-84	10	3,777	79	56,120	28	18,428	7	5,117	12	6,868	136	90,310
1884-85	16	8,300	98	77,217	27	18,967	6	2,707	16	14,105	163	121,296
1885-86	11	4,214	87	74,761	18	14,840	6	1,339	4	2,000	126	97,154
1886-87	19	8,114	78	58,520	21	10,567	4	1,624	18	16,729	140	95,554
1887-88	23	9,049	66	48,189	20	11,021	6	4,423	15	15,302	130	87,984
1888-89	17	10,963	61	40,945	29	22,519	7	2,324	7	3,994	121	80,745
1889-90	18	9,790	68	56,152	25	18,583	7	4,957	11	10,149	129	99,631
1890-91	18	6,536	75	73,100	28	18,786	9	7,870	5	7,061	135	113,353
1891-92	14	8,042	71	62,112	14	9,950	11	7,066	10	7,373	120	94,543
1892-93	6	3,402	57	46,979	22	23,142	11	4,650	4	5,708	100	83,881
Totals	263	136,695	1,207	909,242	332	234,232	98	55,955	197	167,158	2,097	1,503,282

(c.) Total Sailing and Steam.

Years.	Founderings.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1876-77	118	35,706	387	108,826	67	16,196	40	19,233	118	38,500	730	218,461
1877-78	119	36,043	352	116,336	64	14,977	26	15,442	60	19,029	621	201,827
1878-79	118	32,141	363	113,611	76	17,411	30	17,922	59	29,209	646	210,294
1879-80	127	52,938	318	111,334	75	17,307	29	11,568	60	35,866	609	229,013
1880-81	157	46,478	534	149,333	84	26,109	55	29,114	126	31,645	956	282,679
1881-82	182	45,144	419	131,987	90	24,933	43	25,326	172	62,897	906	290,287
1882-83	131	38,957	434	159,254	65	16,538	28	15,120	152	47,621	810	277,490
1883-84	113	27,690	351	125,616	89	29,373	43	21,299	121	41,523	717	245,501
1884-85	89	23,738	300	124,257	90	26,563	23	11,688	59	25,903	561	212,149
1885-86	74	16,189	307	132,354	88	21,466	40	19,613	44	22,693	553	212,315
1886-87	92	25,946	303	110,901	96	21,222	46	21,457	66	34,591	603	214,117
1887-88	102	24,773	269	101,592	93	18,255	59	26,069	50	30,830	573	201,519
1888-89	81	20,994	249	91,496	89	37,814	35	14,310	53	19,350	507	183,964
1889-90	78	19,823	259	110,910	88	24,878	34	15,190	37	21,895	496	192,696
1890-91	89	20,544	266	116,774	97	28,555	25	12,684	69	30,088	546	208,645
1891-92	107	32,030	263	109,921	84	18,020	34	13,533	59	23,499	547	197,003
1892-93	64	16,478	163	77,840	67	28,024	29	17,455	32	25,528	355	165,325
Totals	1,841	515,612	5,537	1,992,342	1,402	387,641	619	307,023	1,337	540,667	10,736	3,743,285

The broad results of these Tables are that 10,736 vessels of all descriptions (tonnage 3,743,285) belonging to the United Kingdom were totally lost in the 17 years ended June 1893. The average annual loss was 631 vessels (tonnage 220,193), and the actual loss in 1892–93 was 555 vessels (tonnage 165,325), or 276 vessels and 54,868 tons below the average. The losses of sailing vessels fell from an average of 524 vessels (tonnage 134,910) for the 16 years preceding 1892–93 to an actual loss of 255 vessels (tonnage 81,444) in that year. The losses of steam vessels were 100 (tonnage 83,881), while the average for the 16 years preceding was 125 vessels (tonnage 88,712). The number and tonnage of sailing vessels lost were lower than in any of the preceding 16 years. The number of steam vessels lost was lower than in any of those years except 1876–77, 1877–78, and 1878–79, and the steam tonnage lost was lower than in any year since 1880–81, except 1888–89.

Lives Lost from Vessels belonging to the United Kingdom.

The following Tables show the numbers of seamen and passengers lost in vessels belonging to the United Kingdom during the 17 years. These Tables include not only the lives lost by the wrecks described in the foregoing tables, but also the lives lost by casualties not resulting in the total loss of the vessels.

STATEMENT showing the Number of Lives Lost at Sea by Wrecks of, and Casualties to Vessels belonging to the United Kingdom during each of the 17 years ended the 30th June 1893, showing also the Nature of the Wrecks and Casualties, and distinguishing Crew from Passengers.

(a.) Sailing Vessels.

Years.	Founderings.				Strandings.				Collisions.				Other Causes.				Missing Vessels.				Total.			
	No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
1876-77	21	85	1	86	57	335	9	344	28	88	1	89	59	89	1	90	105	936	63	999	270	1,533	75	1,608
1877-78	22	386	30	416	41	192	22	214	17	64	63	127	45	73	—	73	50	440	12	452	175	1,155	127	1,282
1878-79	18	75	1	76	40	162	10	172	30	91	1	92	44	70	—	70	50	562	14	576	182	960	26	986
1879-80	15	55	2	57	22	91	4	95	25	73	3	76	43	81	1	82	48	885	64	949	153	1,185	74	1,259
1880-81	23	118	1	119	90	437	3	440	22	55	5	60	84	161	11	172	118	890	4	894	337	1,661	24	1,685
1881-82	65	316	—	316	53	231	12	243	23	73	1	74	71	182	2	134	147	1,346	15	1,361	359	2,098	30	2,128
1882-83	24	73	—	73	58	250	7	257	20	76	5	81	89	154	4	158	133	1,076	4	1,080	324	1,629	20	1,649
1883-84	26	104	—	104	37	224	66	290	24	52	—	52	90	122	7	129	109	1,034	10	1,044	286	1,536	83	1,619
1884-85	17	66	5	71	26	104	14	118	20	47	—	47	85	122	9	131	43	360	6	366	191	699	34	733
1885-86	17	68	2	70	25	122	5	127	17	35	3	38	76	151	6	157	40	481	8	489	175	857	24	881
1886-87	15	76	4	80	28	95	2	97	28	104	269	373	75	182	10	192	48	474	7	481	194	931	292	1,223
1887-88	17	67	22	89	26	182	10	192	22	74	3	77	92	137	2	139	35	387	5	392	192	847	42	889
1888-89	14	37	—	37	27	100	20	120	22	77	4	81	84	119	4	123	46	427	45	472	193	760	73	833
1889-90	18	42	1	43	23	136	1	137	23	46	2	48	84	121	4	125	26	278	1	279	174	623	9	632
1890-91	19	42	3	45	43	156	5	161	20	82	—	82	51	76	7	83	64	581	14	595	197	937	29	966
1891-92	30	105	2	107	34	202	7	209	23	79	6	85	78	125	5	130	49	464	19	483	214	975	39	1,014
1892-93	16	71	4	75	15	52	2	54	16	31	—	31	70	108	4	112	28	384	10	394	145	646	20	666
Totals	377	1,786	78	1,864	645	3,071	199	3,270	380	1,147	366	1,513	1,220	2,023	77	2,100	1,139	11,005	301	11,306	3,761	19,032	1,021	20,053

(b.) Steam Vessels.

Years.	Founderings.				Strandings.				Collisions.				Other Causes.				Missing Vessels.				Total.			
	No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
1876-77	4	39	—	39	7	63	—	63	7	29	—	29	18	31	—	31	12	347	81	428	48	509	81	590
1877-78	4	33	1	34	11	160	117	277	7	30	9	39	21	34	2	36	10	201	—	201	53	458	129	587
1878-79	5	32	—	32	11	96	8	104	3	60	13	73	27	38	1	39	9	207	2	209	55	433	24	457
1879-80	7	89	176	265	11	57	10	67	6	5	1	6	28	34	8	42	12	257	—	257	64	442	195	637
1880-81	10	62	1	63	14	171	16	187	12	39	2	41	21	169	—	169	8	192	2	194	65	633	21	654
1881-82	9	110	19	129	13	182	167	349	6	26	7	33	33	49	17	66	25	549	23	572	86	916	233	1,149
1882-83	10	92	58	150	19	204	9	213	10	47	4	51	39	55	—	55	19	383	—	383	97	781	71	852
1883-84	5	28	—	28	15	122	45	167	9	73	76	149	25	44	—	44	12	237	1	238	66	504	122	626
1884-85	6	121	1	122	14	96	4	100	12	74	23	97	34	41	4	45	16	386	10	396	82	718	42	760
1885-86	1	1	—	1	13	51	11	62	7	26	16	42	11	18	—	18	4	64	—	64	36	160	27	187
1886-87	5	71	5	76	12	139	43	182	12	26	7	33	24	28	1	29	18	382	—	382	71	646	56	702
1887-88	6	45	16	61	11	73	42	115	7	38	6	44	24	34	3	37	15	392	5	397	63	582	72	654
1888-89	5	35	—	35	9	69	5	74	14	158	5	163	23	33	7	40	7	152	709	861	58	447	726	1,173
1889-90	8	88	39	127	10	77	98	175	19	54	5	59	32	51	2	53	11	226	25	251	80	496	169	665
1890-91	6	41	1	42	15	260	—	260	10	67	556	623	35	42	3	45	5	144	1	145	71	554	561	1,115
1891-92	3	38	—	38	11	31	—	31	5	35	2	37	38	60	10	70	10	181	1	182	67	345	13	358
1892-93	1	2	—	2	10	251	70	321	5	385	9	394	28	40	5	45	4	121	6	127	48	799	90	889
Totals	95	927	317	1,244	206	2,102	645	2,747	151	1,172	741	1,913	461	801	63	864	197	4,421	866	5,287	1,110	9,423	2,632	12,055

(c.) Total Sailing and Steam.

Years.	Founderings.				Strandings.				Collisions.				Other Causes.				Missing Vessels.				Total.			
	No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.			No. of Cases.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
1876-77	25	124	1	125	64	398	9	407	35	117	1	118	77	120	1	121	117	1,283	144	1,427	318	2,042	156	2,198
1877-78	26	419	31	450	52	352	139	491	24	94	72	166	66	107	2	109	60	641	12	653	228	1,613	256	1,869
1878-79	23	107	1	108	51	258	18	276	33	151	14	165	71	108	1	109	59	769	16	785	237	1,393	50	1,443
1879-80	22	144	178	322	33	148	14	162	31	78	4	82	71	115	9	124	60	1,142	64	1,206	217	1,627	269	1,896
1880-81	33	180	2	182	104	608	19	627	34	94	7	101	105	330	11	341	126	1,082	6	1,088	402	2,294	45	2,339
1881-82	74	426	19	445	66	413	179	592	29	99	8	107	104	181	19	200	172	1,895	38	1,933	445	3,014	263	3,277
1882-83	34	165	58	223	77	454	16	470	30	123	9	132	128	209	4	213	152	1,459	4	1,463	421	2,410	91	2,501
1883-84	31	132	—	132	52	346	111	457	33	125	76	201	115	166	7	173	121	1,271	11	1,282	352	2,040	205	2,245
1884-85	23	187	6	193	40	200	18	218	32	121	23	144	119	163	13	176	59	746	16	762	273	1,417	76	1,493
1885-86	18	69	2	71	38	173	16	189	24	61	19	80	87	169	6	175	44	545	8	553	211	1,017	51	1,068
1886-87	20	147	9	156	40	234	45	279	40	130	276	406	99	210	11	221	66	856	7	863	265	1,577	348	1,925
1887-88	23	112	38	150	37	255	52	307	29	112	9	121	116	171	5	176	50	779	10	789	255	1,429	114	1,543
1888-89	19	72	—	72	36	169	25	194	36	235	9	244	107	152	11	163	53	579	754	1,333	251	1,207	799	2,006
1889-90	26	130	40	170	33	213	99	312	42	100	7	107	116	172	6	178	37	504	26	530	254	1,119	178	1,297
1890-91	25	83	4	87	58	416	5	421	30	149	556	705	86	118	10	128	69	725	15	740	268	1,491	590	2,081
1891-92	33	143	2	145	45	233	7	240	28	114	8	122	116	185	15	200	59	645	20	665	281	1,320	52	1,372
1892-23	17	73	4	77	25	303	72	375	21	416	9	425	98	148	9	157	32	505	16	521	193	1,445	110	1,555
Totals	472	2,713	395	3,108	851	5,173	844	6,017	531	2,319	1,107	3,426	1,681	2,824	140	2,964	1,336	15,426	1,167	16,593	4,871	28,455	3,653	32,108

The foregoing Tables show that during the last 17 years 4,871 wrecks and casualties to ships belonging to the United Kingdom have been attended with fatal results to 32,108 persons, of whom 28,455 were employed in the navigation of the vessels and 3,653 were passengers.

The average annual loss during the 17 years was 1,888 persons, consisting of 1,673 crew and 215 passengers, and the loss in 1892–93 was 1,555 persons, of whom 1,445 were crew and 110 were passengers. These figures show a decrease of 228 in the number of seamen lost and a decrease of 105 in the number of passengers lost as compared with the average for the 17 years. The number of casualties (193) attended with loss of life was less than in any of the previous 16 years.

The average number of seamen lost in sailing vessels was 1,119 and of passengers 60, against 646 seamen and 20 passengers lost in 1892–93.

The average number of seamen lost in steamships was 554 and of passengers 155, against 799 seamen and 90 passengers lost in 1892–93.

The number of lives lost in steamships in 1892–93 was swollen by the loss of 358 lives in the disaster to H.M.S. "Victoria," by the loss of 134 lives (30 crew, 84 lascars, and 20 passengers) through the wreck of the s.s. "Bokhara," of 107 lives (18 crew, 45 lascars, and 44 passengers) through the wreck of the s.s. "Roumania," and of 77 lives (74 crew and 3 passengers) in the missing steamer "Naronic."

A table relating to loss of life from registered trading vessels only is given later in this statement.

Wrecks of and Casualties to Vessels belonging to British Possessions Abroad.

The total number of Sea Casualties which occurred in 1892–93 (total losses, and serious and minor casualties) was 748.

The number of Total Losses was 275 (tonnage 49,836). This was lower as regards number than any of the previous 16 years except 1888–89, 1889–90, and 1891–92, and lower as regards tonnage than any year except the last four.

The following statement shows the number and tonnage of steam and sailing vessels respectively lost in each of the 17 years:—

Years.	Sailing.		Steam.		Totals.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1876–77	411	70,321	14	2,708	425	73,029
1877–78	331	63,159	13	4,048	344	67,207
1878–79	372	81,569	20	6,586	392	88,155
1879–80	356	68,690	7	1,272	363	69,962
1880–81	343	62,815	11	2,692	354	65,507
1881–82	374	83,344	23	4,793	397	88,137
1882–83	345	62,470	29	6,687	374	69,157
1883–84	368	68,725	18	5,137	386	73,862
1884–85	363	54,437	16	3,543	379	57,980
1885–86	424	68,747	17	6,254	441	75,001
1886–87	384	63,684	26	6,525	410	70,209
1887–88	311	57,489	22	3,040	333	60,529
1888–89	229	46,161	17	3,583	246	49,744
1889–90	222	39,894	20	5,833	242	45,727
1890–91	278	40,380	15	3,253	293	43,633
1891–92	206	40,400	18	8,071	224	48,471
1892–93	257	46,008	18	3,828	275	49,836
Totals -	5,574	1,018,293	304	77,853	5,878	1,096,146

The serious casualties, not amounting to total loss, were 263, of which 41 occurred to steam vessels.

The loss of life was 346 in 1892–93, against 1,020 in 1891–92, 289 in 1890–91, 340 in 1889–90, 227 in 1888–89, 991 in 1887–88, 1,529 in 1886–87, 818 in 1885–86, and an average of 551 for the 10 years preceding 1886–87.

The number of lives lost in 1891–92 was swollen by the wreck of the Indian Government steamship "Enterprise" with the loss of 77 lives; the foundering of the steamship "Namchow," of Penang, with the loss of 361 lives; and the disappearance of the steamship "Deccan," of Bombay, with the loss of 258 lives.

The number of lives lost in 1887–88 was swollen by the loss of 495 Chinese passengers in the "Wah Yeung," of Hong Kong, and 131 passengers in a ferry boat on the River Hooghly below the boundary fixed for river casualties. The number of lives lost in 1886–87 was swollen by the loss of 735 Indian passengers in the missing steamer "Sir John Lawrence."

The number of missing vessels was 19, against 12 in 1891–92, 21 in 1890–91, 15 in 1889–90, 14 in 1888–89, 21 in 1887–88, 14 in 1886–87, and an average of 28 in the 10 years preceding 1886–7. The missing vessels in 1892–93 were as follows:—

Sailing vessels 19, tonnage 3,211, lives lost 140			
Steam vessels		Nil.	
Total -	19	3,211	140

British Vessels of all kinds.—Summary.

The total number of Sea Casualties (total losses, and serious and minor casualties) which occurred to British vessels was 6,317.

The number of Total Losses at Sea was 630 (tonnage 215,161). This, as regards both vessels and tonnage, is lower than any previous year in the Return.

The following statement shows the total number and tonnage of British and Colonial vessels totally lost in each year :—

Years.	Sailing.		Steam.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1876–77	1,056	234,395	99	57,095	1,155	291,490
1877–78	863	211,841	102	57,193	965	269,034
1878–79	923	228,217	115	70,232	1,038	298,449
1879–80	863	220,041	109	78,934	972	298,975
1880–81	1,181	267,051	129	81,135	1,310	348,186
1881–82	1,129	275,140	174	103,284	1,303	378,424
1882–83	998	226,903	186	119,744	1,184	346,647
1883–84	949	223,916	154	95,447	1,103	319,363
1884–85	761	145,290	179	124,839	940	270,129
1885–86	851	183,908	143	103,408	994	287,316
1886–87	847	182,247	166	102,079	1,013	284,326
1887–88	754	171,024	152	91,024	906	262,048
1888–89	615	149,380	138	84,328	753	233,708
1889–90	589	132,959	149	105,464	738	238,423
1890–91	689	135,672	150	116,606	839	252,278
1891–92	633	142,860	138	102,614	771	245,474
1892–93	512	127,452	118	87,709	630	215,161
Totals -	14,213	3,258,296	2,401	1,581,135	16,614	4,839,431

The loss of life was 1,901 in 1892–93, against 2,392 in 1891–92, 2,370 in 1890–91, 1,637 in 1889–90, 2,233 in 1888–89, 2,534 in 1887–88, 3,454 in 1886–87, and an average of 2,584 for the 10 years preceding 1886–87. As already explained the number lost in 1891–92 was greatly swollen by some heavy losses in Colonial and Indian vessels.

The number of missing vessels was 51, against 71 in 1891–92, 90 in 1890–91, 52 in 1889–90, 67 in 1888–89, 71 in 1887–88, 80 in 1886–87, and an average of 125 in the 10 years preceding 1886–87. The missing vessels in 1892–93 were as follows :—

Sailing vessels	47,	tonnage 23,031,	lives lost 534
Steam vessels	4,	„ 5,708,	„ 127
Total -	51	28,739	661

Casualties to Foreign Vessels.

The number of casualties which occurred to Foreign vessels on or near the coasts of the United Kingdom and British Possessions Abroad was 434 (tonnage 201,453), of which 100 (tonnage 28,523) were attended with total loss of the vessels. The losses of steamships were only 9 (tonnage 4,641). The number which occurred in harbours and rivers was 278 (tonnage 174,698), but of these only 6 (tonnage 2,319) were totally lost.

Ninety-nine lives were lost by 18 casualties to Foreign vessels on or near British coasts, and one life was lost by a casualty in a river.

Deaths at Sea from all Causes.

The gross results as regards mortality amongst seamen ACTUALLY EMPLOYED AT SEA in British vessels will be found in the following Abstract, full details being given in the body of the Return. The deaths of passengers are also shown as far as reported.

The term passenger includes pilots, masters' wives, and all other persons who are not entered in the Articles of Agreement.

—	Lives Lost in Vessels belonging to the United Kingdom.			Lives Lost in Vessels belonging to British Possessions Abroad.			Total.		
	Crew, including Lascars. *	Passengers.	Total.	Crew, including Lascars. *	Passengers.	Total.	Crew, including Lascars. *	Passengers.	Total.
From Merchant Vessels registered under the Merchant Shipping Acts :—									
By Wrecks of, or Casualties to, the Vessels (*see* Tables 12 and 29).	952	101	1,053	219	40	259	1,171	141	1,312
By Accidents other than Wreck or Casualty (*see* Tables 18 and 35).	314	18	332	68	1	69	382	19	401
By Disease, Murder, Suicide, &c. (*see* Tables 18 and 35).	454	903	1,357	53	41	94	507	944	1,451
Totals for 1892–3	1,720	1,022	2,742	340	82	422	2,060	1,104	3,164
„ 1891–2	2,169	954	3,123	531	530	1,061	2,700	1,484	4,184
„ 1890–1	2,127	1,457	3,584	391	51	442	2,518	1,508	4,026
„ 1889–90	1,910	937	2,847	397	117	514	2,307	1,054	3,361
„ 1888–9	2,010	1,645	3,655	344	27	371	2,354	1,672	4,026
„ 1887–8	2,273	958	3,231	512	547	1,059	2,785	1,505	4,290
„ 1886–7	2,230	1,244	3,474	522	1,053	1,575	2,752	2,297	5,049
„ 1885–6	1,708	970	2,678	507	220	727	2,215	1,190	3,405
„ 1884–5	1,984	1,389	3,373	362	34	396	2,346	1,423	3,769
From Fishing Vessels :—									
By Wrecks of, or Casualties to, the Vessels (*see* Tables 46 and 48A)	88	—	88	42	9	51	130	9	139
By Accidents other than Wreck or Casualty (*see* Table 47).	79	1	80	—	—	—	79	1	80
By Disease, Murder, Suicide, &c. (*see* Table 47).	13	—	13	—	—	—	13	—	13
Totals for 1892–3	180	1	181	42	9	51	222	10	232
„ 1891–2	305	2	307	33	—	33	338	2	340
„ 1890–1	191	2	193	9	—	9	200	2	202
„ 1889–90	280	5	285	1	—	1	281	5	286
„ 1888–9	408	1	409	39	—	39	447	1	448
„ 1887–8	368	2	370	20	—	20	388	2	390
„ 1886–7	267	4	271	165	—	165	432	4	436
„ 1885–6	233	2	235	28	55	83	261	57	318
„ 1884–5	272	1	273	18	—	18	290	1	291
From other Boats and Craft :—									
By Wrecks of, or Casualties to, the Vessels (*see* Tables 40, 42, and 44).									
Totals for 1892–3	405	9	414	32	4	36	437	13	450
„ 1891–2	44	10	54	166	—	166	210	10	220
„ 1890–1	210	11	221	8	16	24	218	27	245
„ 1889–90	61	4	65	9	—	9	70	4	74
„ 1888–9	31	5	36	12	—	12	43	5	48
„ 1887–8	115	33	148	14	151	165	129	184	313
„ 1886–7	76	14	90	25	28	53	101	42	143
„ 1885–6	40	8	48	164	51	215	204	59	263
„ 1884–5	65	8	73	54	1	55	119	9	128
Total number of Deaths at Sea in British and Colonial vessels from all causes 1892–3	2,305	1,032	3,337	414	95	509	2,719	1,127	3,846
„ „ 1891–2	2,518	966	3,484	730	530	1,260	3,248	1,496	4,744
„ „ 1890–1	2,528	1,470	3,998	408	67	475	2,936	1,537	4,473
„ „ 1889–90	2,251	946	3,197	407	117	524	2,658	1,063	3,721
„ „ 1888–9	2,449	1,651	4,100	395	27	422	2,844	1,678	4,522
„ „ 1887–8	2,756	993	3,749	546	698	1,244	3,302	1,691	4,993
„ „ 1886–7	2,573	1,262	3,835	712	1,081	1,793	3,285	2,343	5,628
„ „ 1885–6	1,981	980	2,961	699	326	1,025	2,680	1,306	3,986
„ „ 1884–5	2,321	1,398	3,719	434	35	469	2,755	1,433	4,188

* Deaths of Lascars in rivers and harbours were in former years included amongst deaths at sea, but since 1888–9 they have been given in their proper place. The number for 1889–90 was 39, for 1890–1, 118, for 1891–2, 108, and for 1892–3, 65.

Deaths from all Causes in Rivers and Harbours.

The following Abstract shows the number of deaths* of SEAMEN IN RIVERS AND HARBOURS WHILST EMPLOYED, or on Articles of Agreement for employment, in British vessels. Deaths of passengers are also shown when reported.

—	Lives Lost in Vessels belonging to the United Kingdom.			Lives Lost in Vessels belonging to British Possessions Abroad.			Total.		
	Crew, including Lascars Lost by Wreck. *	Passengers.	Total.	Crew, including Lascars Lost by Wreck. *	Passengers.	Total.	Crew, including Lascars Lost by Wreck. *	Passengers.	Total.
From Merchant Vessels registered under the Merchant Shipping Acts:—									
By Wrecks of, or Casualties to, the Vessels (*see* Table 75).	19	4	23	12	—	12	31	4	35
By Accidents other than Wreck or Casualty (*see* Tables 76 and 77).	335	3	338	24	—	24	359	3	362
By Disease, Murder, Suicide, &c. (*see* Tables 76 and 77).	605	74	679	90	10	100	695	84	779
Totals for 1892–3	959	81	1,040	126	10	136	1,085	91	1,176
„ 1891–2	1,152	91	1,243	158	2	160	1,310	93	1,403
„ 1890–1	914	498	1,412	140	3	143	1,054	501	1,555
„ 1889–90	925	46	971	114	1	115	1,039	47	1,086
„ 1888–9	843	74	917	92	2	94	935	76	1,011
„ 1887–8	693	82	775	121	2	123	814	84	898
„ 1886–7	913	65	978	152	—	152	1,065	65	1,130
„ 1885–6	874	83	957	184	17	201	1,058	100	1,158
„ 1884–5	785	101	886	100	2	102	885	103	988
From Fishing Vessels:—									
By Wrecks of, or Casualties to, the Vessels (*see* Table 75).	—	—	—	—	—	—	—	—	—
By Accidents other than Wreck or Casualty (*see* Table 78).	6	1	7	1	—	1	7	1	8
By Disease, Murder, Suicide, &c. (*see* Table 78).	8	—	8	—	—	—	8	—	8
Totals for 1892–3	14	1	15	1	—	1	15	1	16
„ 1891–2	10	—	10	—	—	—	10	—	10
„ 1890–1	20	—	20	—	—	—	20	—	20
„ 1889–90	19	—	19	—	—	—	19	—	19
„ 1888–9	26	—	26	—	—	—	26	—	26
„ 1887–8	21	—	21	—	—	—	21	—	21
„ 1886–7	19	1	20	—	—	—	19	1	20
„ 1885–6	10	—	10	1	—	1	11	—	11
„ 1884–5	16	—	16	—	—	—	16	—	16
From other Boats and Craft:—									
By Wrecks of, or Casualties to, the Vessels (*see* Table 75).									
Totals for 1892–3	14	3	17	4	2	6	18	5	23
„ 1891–2	13	29	42	1	—	1	14	29	43
„ 1890–1	9	1	10	10	5	15	19	6	25
„ 1889–90	20	—	20	3	—	3	23	—	23
„ 1888–9	6	1	7	5	36	41	11	37	48
„ 1887–8	6	3	9	2	1	3	8	4	12
„ 1886–7	7	4	11	3	—	3	10	4	14
„ 1885–6	8	7	15	—	—	—	8	7	15
„ 1884–5	9	2	11	9	—	9	18	2	20
Total number of DEATHS IN RIVERS AND HARBOURS in British and Colonial vessels from all causes:									
Totals for 1892–3	987	85	1,072	131	12	143	1,118	97	1,215
„ 1891–2	1,175	120	1,295	159	2	161	1,334	122	1,456
„ 1890–1	943	499	1,442	150	8	158	1,093	507	1,600
„ 1889–90	964	46	1,010	117	1	118	1,081	47	1,128
„ 1888–9	875	75	950	97	38	135	972	113	1,085
„ 1887–8	720	85	805	123	3	126	843	88	931
„ 1886–7	939	70	1,009	155	—	155	1,094	70	1,164
„ 1885–6	892	90	982	185	17	202	1,077	107	1,184
„ 1884–5	810	103	913	109	2	111	919	105	1,024

* *See* note to foregoing table.

Deaths from all Causes at Sea and in Rivers and Harbours.

And the following Abstract, which is simply a summary of the two foregoing statements, shows the TOTAL MORTALITY AMONGST SEAMEN EMPLOYED, or on Articles of Agreement for employment, in British vessels, and also the total number of deaths of passengers reported.

—	Lives Lost in Vessels belonging to the United Kingdom.			Lives Lost in Vessels belonging to British Possessions Abroad.			Total.		
	Crew, including Lascars.	Passengers.	Total.	Crew, including Lascars.	Passengers.	Total.	Crew, including Lascars.	Passengers.	Total.
From Merchant Vessels registered under the Merchant Shipping Acts:—									
By Wrecks of, or Casualties to, the Vessels.	971	105	1,076	231	40	271	1,202	145	1,347
By Accidents other than Wreck or Casualty.	649	21	670	92	1	93	741	22	763
By Disease, Murder, Suicide, &c.	1,059	977	2,036	143	51	194	1,202	1,028	2,230
Totals for 1892–3	2,679	1,103	3,782	466	92	558	3,145	1,195	4,340
„ 1891–2	3,321	1,045	4,366	689	532	1,221	4,010	1,577	5,587
„ 1890–1	3,041	1,955	4,996	531	54	585	3,572	2,009	5,581
„ 1889–90	2,835	983	3,818	511	118	629	3,346	1,101	4,447
„ 1888–9	2,853	1,719	4,572	436	29	465	3,289	1,748	5,037
„ 1887–8	2,966	1,040	4,006	633	549	1,182	3,599	1,589	5,188
„ 1886–7	3,143	1,309	4,452	674	1,053	1,727	3,817	2,362	6,179
„ 1885–6	2,582	1,053	3,635	691	237	928	3,273	1,290	4,563
„ 1884–5	2,769	1,490	4,259	462	36	498	3,231	1,526	4,757
From Fishing Vessels:—									
By Wrecks of, or Casualties to, the Vessels.	88	—	88	42	9	51	130	9	139
By Accidents other than Wreck or Casualty.	85	2	87	1	—	1	86	2	88
By Disease, Murder, Suicide, &c.	21	—	21	—	—	—	21	—	21
Totals for 1892–3	194	2	196	43	9	52	237	11	248
„ 1891–2	315	2	317	33	—	33	348	2	350
„ 1890–1	211	2	213	9	—	9	220	2	222
„ 1889–90	299	5	304	1	—	1	300	5	305
„ 1888–9	434	1	435	39	—	39	473	1	474
„ 1887–8	389	2	391	20	—	20	409	2	411
„ 1886–7	286	5	291	165	—	165	451	5	456
„ 1885–6	243	2	245	29	55	84	272	57	329
„ 1884–5	288	1	289	18	—	18	306	1	307
From other Boats and Craft:—									
By Wrecks of, or Casualties to, the Vessels.									
Totals for 1892–3	419	12	431	36	6	42	455	18	473
„ 1891–2	57	39	96	167	—	167	224	39	263
„ 1890–1	219	12	231	18	21	39	237	33	270
„ 1889–90	81	4	85	12	—	12	93	4	97
„ 1888–9	37	6	43	17	36	53	54	42	96
„ 1887–8	121	36	157	16	152	168	137	188	325
„ 1886–7	83	18	101	28	28	56	111	46	157
„ 1885–6	48	15	63	164	51	215	212	66	278
„ 1884–5	74	10	84	63	1	64	137	11	148
Grand total of DEATHS AT SEA AND IN RIVERS AND HARBOURS in British and Colonial vessels from all causes:									
Totals for 1892–3	3,292	1,117	4,409	545	107	652	3,837	1,224	5,061
„ 1891–2	3,693	1,086	4,779	889	532	1,421	4,582	1,618	6,200
„ 1890–1	3,471	1,969	5,440	558	75	633	4,029	2,044	6,073
„ 1889–90	3,215	992	4,207	524	118	642	3,739	1,110	4,849
„ 1888–9	3,324	1,726	5,050	492	65	557	3,816	1,791	5,607
„ 1887–8	3,476	1,078	4,554	669	701	1,370	4,145	1,779	5,924
„ 1886–7	3,512	1,332	4,844	867	1,081	1,948	4,379	2,413	6,792
„ 1885–6	2,873	1,070	3,943	884	343	1,227	3,757	1,413	5,170
„ 1884–5	3,131	1,501	4,632	543	37	580	3,674	1,538	5,212

By reference to the returns for previous years it will be found that the deaths in each year among seamen employed respectively in registered Merchant Vessels, Fishing Vessels, and other Boats and Craft belonging to the United Kingdom, from the causes already specified, were as follows :—

	Year.									Total.
	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	
From Merchant Vessels registered in the United Kingdom :—										
By Wrecks or Casualties -	1,194	863	1,354	1,176	968	914	1,210	1,105	971	9,755
By Accidents other than Wreck or Casualty.	701	653	693	772	841	870	789	810	649	6,778
By Disease, Murder, &c. -	874	1,066	1,096	1,018	1,044	1,051	1,042	1,406	1,059	9,656
	2,769	2,582	3,143	2,966	2,853	2,835	3,041	3,321	2,679	26,189
From Fishing Vessels :—										
By Wrecks or Casualties -	161	129	161	163	236	158	104	200	88	1,400
By Accidents other than Wreck or Casualty.	114	99	108	212	178	124	91	103	85	1,114
By Disease, Murder, &c. -	13	15	17	14	20	17	16	12	21	145
	288	243	286	389	434	299	211	315	194	2,659
From other Boats and Craft :—										
By Wrecks or Casualties - -	74	48	83	121	37	81	219	57	419	1,139
Total Number of Deaths in Vessels belonging to the United Kingdom.	3,131	2,873	3,512	3,476	3,324	3,215	3,471	3,693	3,292	29,987

Deaths in unregistered merchant vessels, registered river craft, and yachts, except those arising from wreck and casualty, are not included in the foregoing tables, and there is reason to believe that the deaths in Colonial sea-going registered vessels are not all reported. Deaths of seamen from any cause after discharge or desertion from their ships are not shown.

Total Number of Lives Lost in British and Foreign Vessels.

The total number of seamen and passengers lost during the year 1892–3 by casualties to British vessels all over the world, and to Foreign vessels within or near British territory at home or abroad was 2,059, of whom 2,000 were lost at sea or on the coasts, and 59 were lost in harbours and rivers.

Of the 2,000 lives lost at sea or on the coasts, 275 were lost on or near the coasts of the United Kingdom, 212 on or near the coasts of British Possessions Abroad, 332 on or near the coasts of Foreign countries, and 1,181 on the high seas.

Lives Saved from Shipwreck.

In order to realise approximately the risk to human life incurred at sea, it is necessary to take into account the lives saved as well as the lives lost by shipwreck.

The total number of seamen and passengers saved from wrecks of British vessels everywhere, and of Foreign vessels on or near the coasts of British territory during the year 1892–3 was 8,412, of whom 2,521 were saved on or near the coasts of the United Kingdom, 1,627 on or near the coasts of British Possessions Abroad, 2,935 on or near the coasts of Foreign countries, and 1,329 on the high seas.

Of the 2,521 lives saved on the coasts of the United Kingdom, 607 were saved by the rocket apparatus and assistance from the shore, 235 were saved by lifeboats, 108 were saved by coast-guard boats and other craft, 632 were saved by passing ships, and 855 were saved by the ships' own boats.

Of the 5,891 lives saved from wrecks abroad, 51 were saved by rocket apparatus and ropes from shore, and 55 by lifeboats, but the majority were saved by the ships' own boats (4,052), and by passing ships (1,379).

Rate of Loss amongst Vessels and their Crews.

The tables in the Wreck Abstract provide some of the materials for an investigation of the extent to which the various classes of vessels comprising the British Mercantile Marine, and their crews, are affected by the losses reported in each year. The statements

which follow show the result of such an investigation for the nine years ended June 1893, so far as regards casualties to seagoing merchant vessels registered in the United Kingdom.

The figures relating to losses in the statistical year ending in each June are compared with the figures relating to employment in the calendar year ended in the previous December, with this exception, that for the calendar year 1884 the figures relating to employment were not obtainable, and the losses for the statistical year 1884–5 are therefore compared with the employment in the year ended in the following December.

Fishing vessels and their crews are entirely excluded from the figures for all the years comprised in the following tables, and yachts and their crews are entirely excluded from the figures for the last six years, but in the earlier years some were included.

Per-centages of Loss and Casualty amongst employed Vessels registered in the United Kingdom.

Number and Tonnage of Merchant Vessels registered in the United Kingdom which were reported during each of the Nine Statistical Years ended June 1893 to have met with Sea Casualties, compared with the Number and Tonnage of Merchant Vessels registered in the United Kingdom which were employed during each of the Nine Calendar Years ended December 1892, and remained on the Register at the end of each Year.

Years.	Vessels which were Employed during, and remained on the Register at the end of, the Calendar Year.		Total Losses.				Serious Casualties.				Minor Casualties.				Total.			
			Vessels.	Tonnage.	Per-centage Lost to Employed.		Vessels.	Tonnage.	Per-centage Damaged to Employed.		Vessels.	Tonnage.	Per-centage Damaged to Employed.		Vessels.	Tonnage.	Per-centage Lost and Damaged to Employed.	
	Vessels.	Tonnage.			Vessels.	Tonnage.			Vessels.	Tonnage.			Vessels.	Tonnage.			Vessels.	Tonnage.
(a.) Sailing Vessels.																		
1884-5	9,849	3,005,940	299	87,846	3·04	2·92	493	172,846	5·01	5·75	1,716	560,982	17·42	18·66	2,508	821,674	25·46	27·34
1885-6	9,849	3,005,940	311	111,668	3·16	3·71	499	157,656	5·07	5·24	1,561	541,070	15·85	18·00	2,371	810,394	24·07	26·96
1886-7	8,910	2,909,955	339	114,938	3·80	3·95	678	248,968	7·61	8·56	1,483	482,429	16·64	16·58	2,500	846,335	28·06	29·08
1887-8	8,561	2,783,551	293	109,012	3·42	3·92	561	222,599	6·55	8·00	1,375	527,441	16·06	18·95	2,229	859,052	26·04	30·86
1888-9	8,267	2,699,646	244	97,128	2·95	3·60	571	245,438	6·91	9·09	1,400	504,126	16·93	18·67	2,215	846,692	26·79	31·36
1889-90	8,052	2,637,332	234	89,402	2·91	3·39	504	192,991	6·26	7·32	1,297	426,769	16·11	16·18	2,035	709,162	25·27	26·89
1890-1	7,787	2,556,600	279	91,671	3·58	3·59	495	179,733	6·36	7·03	1,171	373,830	15·04	14·62	1,945	645,234	24·98	25·24
1891-2	7,488	2,564,496	287	98,769	3·83	3·85	668	306,453	8·92	11·95	1,421	479,403	18·98	18·69	2,376	884,625	31·73	34·50
1892-3	7,319	2,689,462	167	78,925	2·28	2·93	443	200,706	6·05	7·46	1,064	407,448	14·54	15·15	1,674	687,079	22·87	25·55
(b.) Steam Vessels.																		
1884-5	4,707	3,758,665	153	120,633	3·25	3·21	573	451,859	12·17	12·02	1,438	654,473	30·55	17·41	2,164	1,226,965	45·97	32·64
1885-6	4,707	3,758,665	116	97,040	2·46	2·58	569	429,551	12·09	11·43	1,333	1,118,312	28·32	29·75	2,018	1,644,903	42·87	43·76
1886-7	4,522	3,780,668	130	95,023	2·87	2·51	740	626,140	16·36	16·56	1,465	1,264,752	32·40	33·45	2,335	1,985,915	51·64	52·53
1887-8	4,570	3,896,790	119	86,837	2·60	2·23	819	653,903	17·92	16·78	1,420	1,151,084	31·07	29·54	2,358	1,891,824	51·60	48·55
1888-9	4,820	4,182,387	114	80,537	2·37	1·93	1,002	847,299	20·79	20·26	1,463	1,199,298	30·35	28·67	2,579	2,127,134	53·51	50·86
1889-90	5,066	4,526,672	117	95,995	2·31	2·12	1,023	883,889	20·19	19·53	1,413	1,258,327	27·89	27·80	2,553	2,238,211	50·39	49·44
1890-1	5,269	4,860,379	128	111,394	2·43	2·29	1,022	877,574	19·40	18·06	1,451	1,293,954	27·54	26·62	2,601	2,282,922	49·36	46·97
1891-2	5,400	5,116,527	108	93,925	2·00	1·84	1,091	985,520	20·20	19·26	1,545	1,400,076	28·61	27·36	2,744	2,479,521	50·81	48·46
1892-3	5,499	5,337,738	92	73,157	1·67	1·37	930	887,132	16·91	16·62	1,281	1,191,509	23·30	22·32	2,303	2,151,798	41·88	40·31
(c.) Total.																		
1884-5	14,556	6,764,605	452	208,479	3·11	3·08	1,066	624,705	7·32	9·23	3,154	1,215,455	21·67	17·97	4,672	2,048,639	32·10	30·28
1885-6	14,556	6,764,605	427	208,708	2·93	3·09	1,068	587,207	7·34	8·68	2,894	1,659,382	19·88	24·53	4,389	2,455,297	30·15	36·30
1886-7	13,432	6,690,623	469	209,961	3·49	3·14	1,418	875,108	10·56	13·08	2,948	1,747,181	21·95	26·11	4,835	2,832,250	36·00	42·33
1887-8	13,131	6,680,341	413	195,849	3·14	2·93	1,380	876,502	10·51	13·12	2,795	1,678,525	21·29	25·13	4,587	2,750,876	34·93	41·18
1888-9	13,087	6,882,033	358	177,665	2·74	2·58	1,573	1,092,737	12·02	15·88	2,863	1,703,424	21·88	24·75	4,794	2,973 826	36·63	43·21
1889-90	13,118	7,164,004	351	185,397	2·68	2·59	1,527	1,076,880	11·64	15·03	2,710	1,685,096	20·66	23·52	4,588	2,947,373	34·97	41·14
1890-1	13,056	7,416,979	407	203,065	3·12	2·74	1,517	1,057,307	11·62	14·26	2,622	1,667,784	20·08	22·49	4,546	2,928,156	34·82	39·48
1891-2	12,888	7,681,023	395	192,694	3·06	2·51	1,759	1,291,793	13·65	16·82	2,966	1,879,479	23·01	24·47	5,120	3,364,146	39·73	43·80
1892-3	12,818	8,027,200	259	152,082	2·02	1·89	1,373	1,087,838	10·71	13·55	2,345	1,598,957	18·29	19·92	3,977	2,838,877	31·03	35·37

Per-centages of Sea Casualties involving Loss of Life to Vessels employed, and of Deaths of Seamen by such Casualties to Seamen employed.

Number and Tonnage of Merchant Vessels registered in the United Kingdom which were reported during each of the Nine Statistical Years ended June 1893 to have met with Sea Casualties involving Loss of Life compared with the Number and Tonnage of Merchant Vessels which were employed during each of the Nine Calendar Years ended December 1892, and remained on the Register at the end of each Year; and also the number of Seamen lost compared with the Total Number of Seamen required to man the employed Vessels.

Years.	Vessels which met with Sea Casualties attended with Loss of Life.			Total Number of Seamen employed (including Masters).	Lives Lost in Vessels Totally Lost.				Lives Lost in Vessels Partially Lost.			
					Crew.				Crew.			
	No.	Tonnage.	Per-centage of Tonnage attended with Loss of Life to Total Tonnage employed.		No.	Per-centage of Men lost to Men employed.	Passengers.	Total.	No.	Per-centage of Men lost to Men employed.	Passengers.	Total.
(a.) Sailing Vessels.												
1884-5	117	54,354	1·81	81,018	456	·56	20	476	70	·09	6	76
1885-6	105	66,364	2·21	81,018	640	·79	16	656	55	·07	—	55
1886-7	123	72,082	2·48	74,343	621	·84	274	895	58	·08	1	59
1887-8	101	70,826	2·54	69,821	599	·86	10	609	53	·08	—	53
1888-9	99	68,078	2·52	66,736	478	·72	68	546	48	·07	—	48
1889-90	89	64,354	2·44	64,661	394	·61	4	398	47	·07	—	47
1890-1	129	58,699	2·30	62,154	766	1·23	17	783	34	·05	—	34
1891-2	119	74,070	2·89	60,765	660	1·09	31	691	40	·07	—	40
1892-3	82	67,753	2·52	61,325	478	·78	14	492	50	·08	—	50
(b.) Steam Vessels.												
1884-5	80	83,291	2·22	108,154	564	·52	24	588	59	·05	18	77
1885-6	34	29,568	·79	108,154	135	·12	25	160	18	·02	2	20
1886-7	67	63,132	1·67	102,015	516	·51	47	563	41	·04	9	50
1887-8	57	52,850	1·36	103,504	422	·41	66	488	30	·03	3	33
1888-9	51	56,109	1·34	109,669	320	·29	716	1,036	32	·03	9	41
1889-90	69	76,512	1·69	116,434	386	·33	163	549	46	·04	4	50
1890-1	65	77,477	1·59	122,342	323	·26	4	327	51	·04	557	608
1891-2	58	63,443	1·24	126,728	257	·20	7	264	45	·04	4	49
1892-3	44	60,656	1·14	127,703	253	·20	82	335	39	·03	5	44
(c.) Total.												
1884-5	197	137,645	2·03	189,172	1,020	·54	44	1,064	129	·07	24	153
1885-6	139	95,932	1·42	189,172	775	·41	41	816	73	·04	2	75
1886-7	190	135,214	2·02	176,358	1,137	·64	321	1,458	99	·06	10	109
1887-8	158	123,676	1·85	173,325	1,021	·59	76	1,097	83	·05	3	86
1888-9	150	124,187	1·80	176,405	798	·45	784	1,582	80	·05	9	89
1889-90	158	140,866	1·94	181,095	780	·43	167	947	93	·05	4	97
1890-1	194	136,176	1·84	184,496	1,089	·59	21	1,110	85	·05	557	642
1891-2	177	137,513	1·79	187,493	917	·49	38	955	85	·05	4	89
1892-3	126	128,409	1·60	189,028	731	·39	96	827	89	·05	5	94

Note.—This and the following tables do not include Lascars or other Asiatics on Oriental articles of agreement.

Per-centages of Deaths of Seamen at Sea to Number of Seamen employed at Sea.

Number of Deaths of Seamen reported during each of the Nine Statistical Years ended June 1893 as having occurred at Sea from various Causes in Merchant Vessels registered in the United Kingdom, compared with the Number of Seamen required to man the Vessels which were Employed during each of the Nine Calendar Years ended December 1892, and remained on the Register on the 31st December in each Year.

Years.	By Wrecks and Casualties.			By Accidents other than Wrecks or Casualties.			By Disease, &c.			Total.			
	Crew.		Passengers.	Crew.		Passengers.	Crew.		Passengers.	Crew.		Passengers.	Total.
	No.	Per-centage.		No.	Per-centage.		No.	Per-centage.		No.	Per-centage.		
(a.) Sailing Vessels.													
1884-5	526	·65	26	259	·32	9	200	·25	600	985	1·22	635	1,620
1885-6	695	·86	16	224	·28	4	234	·29	344	1,153	1·42	364	1,517
1886-7	679	·91	275	233	·31	6	202	·27	297	1,114	1·50	578	1,692
1887-8	652	·93	10	315	·45	3	209	·30	300	1,176	1·68	313	1,489
1888-9	526	·79	68	332	·50	2	209	·31	225	1,067	1·60	295	1,362
1889-90	441	·68	4	276	·43	6	206	·32	167	923	1·43	177	1,100
1890-1	800	1·29	17	228	·37	9	203	·33	289	1,231	1·98	315	1,546
1891-2	700	1·15	31	225	·37	6	220	·36	313	1,145	1·88	350	1,495
1892-3	528	·86	14	197	·32	3	152	·25	334	877	1·43	351	1,228
(b.) Steam Vessels.													
1884-5	623	·58	42	101	·09	23	231	·21	689	955	·88	754	1,709
1885-6	153	·14	27	110	·10	11	291	·27	568	554	·51	606	1,160
1886-7	557	·55	56	100	·10	18	215	·21	592	872	·85	666	1,538
1887-8	452	·44	69	219	·21	22	265	·26	554	936	·90	645	1,581
1888-9	352	·32	725	154	·14	28	218	·20	597	724	·66	1,350	2,074
1889-90	432	·37	167	197	·17	31	259	·22	562	888	·76	760	1,648
1890-1	374	·31	561	137	·11	24	267	·22	557	778	·64	1,142	1,920
1891-2	302	·24	11	164	·13	24	372	·29	569	838	·66	604	1,442
1892-3	292	·23	87	103	·08	15	210	·16	569	605	·47	671	1,276
(c.) Total.													
1884-5	1,149	·61	68	360	·19	32	431	·23	1,289	1,940	1·03	1,389	3,329
1885-6	848	·45	43	334	·18	15	525	·28	912	1,707	·90	970	2,677
1886-7	1,236	·70	331	333	·19	24	417	·24	889	1,986	1·13	1,244	3,230
1887-8	1,104	·64	79	534	·31	25	474	·27	854	2,112	1·22	958	3,070
1888-9	878	·50	793	486	·28	30	427	·24	822	1,791	1·02	1,645	3,436
1889-90	873	·48	171	473	·26	37	465	·26	729	1,811	1·00	937	2,748
1890-1	1,174	·64	578	365	·20	33	470	·25	846	2,009	1·09	1,457	3,466
1891-2	1,002	·53	42	389	·21	30	592	·32	882	1,983	1·06	954	2,937
1892-3	820	·43	101	300	·16	18	362	·19	903	1,482	·78	1,022	2,504

The Death Rate during the last Nine Years ended June 1893, amongst Seamen employed in Vessels registered in the United Kingdom, is shown in the following short Table:—

Year.	Percentages and Proportions.		
	Deaths by Wrecks and Casualties.	Deaths by all Accidents.	Deaths by Accidents, Disease, &c.
1884–5	·61 per cent., or 1 in 164	·8 per cent., or 1 in 125	1·03 per cent., or 1 in 97
1885–6	·45 „ „ 1 „ 223	·62 „ „ 1 „ 160	·90 „ „ 1 „ 111
1886–7	·7 „ „ 1 „ 142	·89 „ „ 1 „ 112	1·13 „ „ 1 „ 88
1887–8	·64 „ „ 1 „ 157	·95 „ „ 1 „ 106	1·22 „ „ 1 „ 82
1888–9	·50 „ „ 1 „ 200	·77 „ „ 1 „ 129	1·02 „ „ 1 „ 98
1889–90	·48 „ „ 1 „ 207	·74 „ „ 1 „ 135	1·00 „ „ 1 „ 100
1890–1	·64 „ „ 1 „ 157	·83 „ „ 1 „ 120	1·09 „ „ 1 „ 92
1891–2	·53 „ „ 1 „ 187	·74 „ „ 1 „ 135	1·06 „ „ 1 „ 95
1892–3	·43 „ „ 1 „ 231	·59 „ „ 1 „ 169	·78 „ „ 1 „ 128

Inquiries into Shipping Casualties.

Preliminary inquiry is held into the circumstances of every casualty to a British ship, and if it should appear from the information thus obtained that any public interest would be served by further investigation, a formal inquiry is thereupon instituted under the Merchant Shipping Acts.

During the year 1892–3, 207 formal inquiries were held, of which 110 were held in the United Kingdom before magistrates, 75 were held before courts in British Possessions Abroad, and 22 were held before naval courts in Foreign countries. In 140 cases the casualties were found to be owing to neglect or default on the part of persons on board the vessels and in 82 cases the inquiries resulted in the cancellation or suspension of the certificates of the masters or officers.

Five inquiries were held by inspectors appointed by the Board of Trade.

Explanatory Statement.

The figures relating to vessels and "crews" employed are taken from the Annual Statement of Navigation and Shipping, the number of men, excluding Lascars, on the first articles of agreement, and a master, being allowed for every vessel which went to sea during the year and remained on the register at the end of the year. A certain per-centage of the vessels which are thus included in the employment tables must necessarily have been under repair or out of employment for some portion of the year, and the aggregate of the crews with which they are credited must therefore be in excess of the number of seamen constantly employed. If the result of a census taken four times in the year 1892 be assumed to represent the actual number of seamen constantly employed, that number is less by about 16 per cent. than the number on which the foregoing calculations are based.

In the majority of the tables in this return, shipping casualties are classified under five heads, viz., Founderings, Strandings, Collisions, Other Causes, Missing Vessels. The causes of the casualties included under each of these heads in Parts I. and II. are shown in Tables 9, 26, and 61.

The words "crew" and "seamen" in the foregoing statements and throughout the return include, unless otherwise stated, masters and all persons entered in the articles of agreement, but the last two foregoing tables do not include Lascars or other Asiatics on Oriental articles of agreement. Pilots, masters' families, and all persons not on the articles of agreement, are included under the head of "passengers."

For the number of Lascars whose deaths are included in the tables in Parts I. and II., see Tables 18 and 35.

When tonnage is given in the return it is net register tonnage.

The words "United Kingdom" as used in this return include the Isle of Man, but do not include the Channel Islands.

Marine Department,
Board of Trade,
May 1894.

INGRAM B. WALKER.

WRECK ABSTRACT, 1892-93.

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WRECK CHARTS for the year ended 30th June 1893, viz.: United Kingdom, England and Wales, Scotland, Ireland, and the two Hemispheres.

PART I.

(NOTE.—Sailing Vessels are distinguished from Steam Vessels throughout the Abstract.)

Tables relating to SEA CASUALTIES TO, AND LIVES LOST AT SEA FROM, MERCHANT VESSELS REGISTERED IN THE UNITED KINGDOM under the Merchant Shipping Acts, exclusive of Yachts and Fishing Vessels.

Sea Casualties.

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BOARD OF TRADE WRECK REGISTER

WRECK CHART

OF THE

BRITISH ISLES

SHEWING THE WRECKS AND CASUALTIES
ATTENDED WITH LOSS OF LIFE DURING THE YEAR

1892-3.

\+ *Signifies a missing vessel.*

● *Signifies a total loss other than a missing vessel*

○ *Signifies a serious casualty.*

Note. The positions assigned for missing vessels are of course merely approximations

Scale of Nautic Miles.

Cunnidge & Co Lith. 36 Old Jewry E.C.

CHART

SHEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

ENGLAND & WALES

During the Year 1892-93.

COMPILED IN THE BOARD OF TRADE

FROM THE

WRECK REGISTER

SYMBOLS.

I. STRANDINGS,

Signifies a total loss.
" a partial loss.

II. COLLISIONS,

Signifies a Collision between two Steam Vessels with total loss of both Vessels.
" " " with total loss of one Vessel.
" " between two Sailing Vessels with total loss of both Vessels
" " " with total loss of one Vessel
" " between two Fishing Boats with total loss of both Vessels.
" " " with total loss of one Vessel.
" between a Steam Vessel and a Sailing Vessel with total loss of both Vessels
" " with total loss of the Sailing Vessel.
" " with total loss of the Steam Vessel.
" between a Steam Vessel and a Fishing Boat with total loss of both Vessels.
" " with total loss of the Fishing Boat
" " " of the Steam Vessel
" between a Sailing Vessel and a Fishing Boat with total loss of both Vessels.
" " with total loss of the Fishing Boat.
" " " " the Sailing Vessel.

III. MISSING VESSELS.

Signifies a Missing Vessel

(Note, The positions assigned for the missing vessels are of course merely approximations)

CASUALTIES OTHER THAN STRANDINGS, COLLISIONS, OR MISSING VESSELS.

Signifies a total loss of a Steam Vessel.
" a partial loss of a Steam Vessel.
" a total loss of a Sailing Vessel.
" a partial loss of a Sailing Vessel.
" a total loss of a Fishing Boat.
" a partial loss of a Fishing Boat

APPARATUS FOR SAVING LIFE.

Life Boat Station
Rocket Apparatus Station
Volunteer Life Brigade or Company

NOTE. This Chart shews total losses from all causes and serious casualties from causes other than collision. Collisions not resulting in loss of one or both vessels are not shewn.

English Miles 69.1 Degree.

STANDIDGE & Co. Litho. 36, Old Jewry & 18 W

CHART

SHEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

SCOTLAND

during the year 1892-93.

COMPILED IN THE BOARD OF TRADE

FROM THE

WRECK REGISTER.

NOTE. *This Chart shews total losses from all causes and serious casualties from causes other than collision. Collisions not resulting in loss of one or both vessels are not shewn.*

10 5 0 10 20 30 40 50
English Miles

SYMBOLS.

I. STRANDINGS.

Signifies a Total loss.
" a partial loss.

II. COLLISIONS.

Signifies a Collision between two Steam Vessels with total loss of both Vessels
" " " with total loss of one Vessel
" between two Sailing Vessels with total loss of both Vessels.
" " with total loss of one Vessel.
" between two Fishing Boats with total loss of both Vessels.
" " with total loss of one Vessel.
" between a Steam Vessel and a Sailing Vessel with total loss of both Vessels.
" " " with total loss of the Sailing Vessel.
" " " with total loss of the Steam Vessel.
" between a Steam Vessel and a Fishing Boat with total loss of both Vessels
" " " with total loss of the Fishing Boat
" " " " the Steam Vessel.
" between a Sailing Vessel and a Fishing Boat with total loss of both Vessels.
" " " with total loss of the Fishing Boat.
" " " " the Sailing Vessel.

III. MISSING VESSELS.

Signifies a Missing Vessel.

(Note. The positions assigned for the missing vessels are of course merely approximations.)

IV. CASUALTIES OTHER THAN STRANDINGS, COLLISIONS, OR MISSING VESSELS.

Signifies a total loss of a Steam Vessel.
" a partial loss of a Steam Vessel
" a total loss of a Sailing Vessel.
" a partial loss of a Sailing Vessel.
" a total loss of a Fishing Boat.
" a partial loss of a Fishing Boat.

APPARATUS FOR SAVING LIFE.

Life Boat Station
Rocket Apparatus.
Volunteer Life Brigade or Company.

STANDIDGE & Co. LITHO. 36, OLD JEWRY & 18, WORSHIP STREET, E.C.

CHART
SHEWING THE WRECKS AND CASUALTIES
ON THE COASTS OF
IRELAND
during the year 1892-93.
COMPILED IN THE BOARD OF TRADE.
FROM THE
WRECK REGISTER.
SYMBOLS.
1. STRANDINGS,
Signifies a Total loss
" a partial loss
II. COLLISIONS.
Signifies a Collision between two Steam Vessels with total loss of both Vessels.
or " " with total loss of one Vessel.
" between two Sailing Vessels with total loss of both Vessels.
or " " " with total loss of one Vessel.
" between two Fishing Boats with total loss of both Vessels.
or " " " with total loss of one Vessel.
or " " between a Steam Vessel and a Sailing Vessel with total loss of both Vessels.
or " " " " with total loss of the Sailing Vessel.
or " " " " with total loss of the Steam Vessel.
or " " between a Steam Vessel and a Fishing Boat with total loss of both Vessels.
or " " " " with total loss of the Fishing Boat.
or " " " " " " " the Steam Vessel.
or " " between a Sailing Vessel and a Fishing Boat with total loss of both Vessels.
or " " " " with total loss of the Fishing Boat.
or " " " " " " " the Sailing Vessel.
III MISSING VESSELS.
Signifies a Missing Vessel.
(Note, The positions assigned for the missing vessels are of course merely approximations)
IV. CASUALTIES OTHER THAN STRANDINGS, COLLISIONS, OR MISSING VESSELS.
Signifies a total loss of a Steam Vessel.
" a partial loss of a Steam Vessel.
" a total loss of a Sailing Vessel.
" a partial loss of a Sailing Vessel.
" a total loss of a Fishing Boat.
" a partial loss of a Fishing Boat.
APPARATUS FOR SAVING LIFE
Life Boat Station.
Rocket Apparatus Station.
Volunteer Life Brigade or Company.
11°
10°
9°
8°
7°
6°
5°
56°
55°
54°
Innishtrahull Id
Rathlin Id
Tory Id
Malin Head
Glengad Hd
Culdaff
Cardonagh
Inishowen Hd
Greencastle
Moville
Buncrana
LOUGH FOYLE
Newtown Limavady
Londonderry
LONDONDERRY
Coleraine
Portrush
Port Ballintrae
Bushmills
Ballintoy
Ballycastle
Fair Head
Murlough
Tor Head
Cushendun
Cushendall
Garron Pt
Glenarm
Maidens
Ballygalley
Larne
ANTRIM
Kilroot
Carrickfergus
Whitehouse
Belfast
LOUGH NEAGH
Holywood
Bangor
Copeland Id
Donaghadee
Millisle
Ballywalter
Skulmartin L.V
Roddens
Ballyhalbert
Cloghy
South Rock
Tara
Portaferry
Strangford
Ardglass
Killough
St Johns Point
Tyrella
Dundrum Bay
Newcastle
Annalong
Ballynahinch
Banbridge
Downpatrick
DOWN
R. Bann
Newry
Warrenpoint
Omeath
Carlingford
Greenore
Cranfield Pt
Haulbowline Light
Carlingford Bay
Dundalk
Black Rock
Dundalk Bay
Anagassan
Dunany Pt
Clogher Hd
LOUTH
River Boyne
Drogheda
Laytown
Rockabill Lt Ho
MEATH
Balbriggan
Skerries Ids
Gweedore Bay
Gweedore
Bloody Foreland
Innisbofin
Dunfanaghy
Sheep Haven
Rathmullen
Fanad Hd
L. Swilly
Mulroy
Culmore
Arranmore Id
Rutland
Dunglow
Letterkenny
DONEGAL
Portnoo
Ballybofey
Rossan Pt
Lochrus
Malinmore
Rathlin O'Birne Id
Teelin
Killybegs
Doorin
Donegal
DONEGAL BAY
Ballyshannon
L. ERNE
Mullaghmore
Raghly
Blackrock
Rosses Point
Sligo
LEITRIM
Enniskillen
Omagh
Cookstown
Dungannon
Armagh
Monaghan
Clones
Ballybay
Cootehill
Belturbet
Cavan
Oldcastle
Kells
R. Blackwater
River Boyne
Longford
Carrick on Shannon
Boyle
Elphin
Roscommon
L. ALLEN
SLIGO
Ballina
Killala
Ross
Kilcummin
Ballycastle
Inniscrone
Dromore
Portavado
Broad Haven
Eagle Id Lt
Erris Hd
Porturlin
Belderig
Ballyglass
Belmullet
Ely Bay
Inishkea
Blackrock Lt Light Ho
Blacksod
Tullaghan
Bullsmouth
Achill Hd
Keel
Achil Beg
Clare Id
Newport
Innisgowla
Westport
Castlebar
Foxford
MAYO
Pigeon Point
Innishturk
Innishbofin
Killery Hd
L. MASK

NOTE. This Chart shews total losses from all causes and serious casualties from causes other than collision. Collisions not resulting in loss of one or both vessels are not shewn.

English Miles.

STANDIDGE & Co. LITHO. 36, OLD JEWRY & 18, WORSHIP STREET, E.C.

CHART of the WORLD

SHEWING THE WRECKS & CASUALTIES TO

BRITISH VESSELS ABROAD

AND TO FOREIGN VESSELS

On the Coasts of British Possessions Abroad

REPORTED TO THE BOARD OF TRADE

IN THE YEAR 1892-3

COMPILED IN THE BOARD OF TRADE

from the

WRECK REGISTER

SHEET I.

SYMBOLS.

A red dot signifies a case of total loss.
A blue dot signifies a case of partial damage.
A red cross signifies a missing vessel.
Note I. It has been found necessary to place some of the dots on the Land on account of the limited space
Note II. All minor casualties and all collisions not resulting in total loss have been omitted from this Chart.

Judd & Co Ltd, Lith. 63, Carter Lane

CHART of the WORLD

SHEWING THE WRECKS & CASUALTIES TO

BRITISH VESSELS ABROAD

AND TO FOREIGN VESSELS

On the Coasts of British Possessions Abroad

REPORTED TO THE BOARD OF TRADE

IN THE YEAR 1892-3.

COMPILED IN THE BOARD OF TRADE

From the

WRECK REGISTER

SHEET 2.

ARCTIC OCEAN

Liakov I^s or New Siberia

Barrow P^t

ALASKA

BRITISH AMERICA

Melville I^d

Victoria I^d

Banks I^d

Prince Albert Land

Parry Is

Prince of Wales I^d

Somerset

HUDSON BAY

Chicago

UNITED STATES

San Francisco

Mobile

New Orleans

Galveston

GULF OF MEXICO

Matamoros

Mexico

Merida

Belize

Omoa

Guatemala

Sonsonate

Realejo

Revillagigedo I^s

Galapagos I^s

Charlotte I^d

Vancouver I^s

New Westminster

BRITISH COLUMBIA

Bering Str.

Behring I^s

Kurile Is

Petropaulovski

KAMTCHATKA SEA

SEA OF OKHOTSK

Saghalien

Aleutian Isles

Bristol B.

Yesso

Hakodadi

Str. of Matsmai

SEA OF JAPAN

Sado

Niphon

Tsugaru Str.

Simoda

Kanagawa

Yedo

Sikok

Kiusiu

Nagasaki

Bonin I^s

Loochoo I^s

Mayaresima

Formosa

EASTERN SEA

YELLOW SEA

Nankin

Shanghai

Ning po

Foo chow-Foo

Pagoda I^s

Amoy

Canton

Hong Kong

Hainan

Pekin

Tientsin

G. OF PE CHE LEE

Tang chou

Hoang ho

Yang tse kiang

CHINA

EMPIRE

CHINESE

Philippine Islands

Mamila

Marianna or Ladrone I^s

Marshall I^s

Caroline I^s

Mindanao

Woahoo

Honolulu

Sandwich I^s

Hilo

Hawaii or Owhyhee

NORTH PACIFIC OCEAN

Phoenix Group

Union Group

Navigator I^s

Marquesas

Society I^s

Tahiti

Paumotu I^s

Low I^s

Cook I^s

Austral I^s

Friendly I^s

New Hebrides

Fiji I^s

New Caledonia

Norfolk I^d

Ld Howes I^s

Middleton I^s

Kermeadec I^s

Tabor I^s

Easter I^s

Pilgrim I^s

SOUTH PACIFIC OCEAN

Auckland

Wellington

Nelson

Chatham I^s

Dunedin

Stewart I^s

Bounty I^s

Antipodes I^s

Auckland I^s

Campbell I^s

Macquarie I^s

Numrod I^s

NEW ZEALAND

NORTH I.

SOUTH I.

Calcutta

Juggernaut

BAY OF BENGAL

Pegu

Rangoon

Andaman I^s

Bankok

Cambodia

Hue

Saigon

SIAM

ANNAM

GULF OF SIAM

CHINA SEA

Ceylon

Nicobar I^s

Malacca Str.

Wellesley Province

Penang

Malacca

Singapore

SUMATRA

Labuan

SOOLOO SEA

CELEBES SEA

Sarawak

Borneo

Celebes

Java Sea

Batavia

Sourabaya

JAVA

Flores Sea

Banda Sea

Molucca Is

PAPUA OR NEW GUINEA

New Britain

Solomon Is

Cocos I^s

Christmas I^s

Sandal Wood Island

ARAFURA SEA

GULF OF CARPENTARIA

C. Londonderry

C. York

C. Flattery

Torres Str.

Howlet Rocks

NORTH AUSTRALIA

Burke Town

Halifax B.

QUEENSLAND

Hervey B.

Brisbane

Moreton B.

WESTERN AUSTRALIA

Steep P^t

SOUTH AUSTRALIA

NEW SOUTH WALES

Sydney

Perth

Swan R.

C. Leeuwin

Great Australian Bight

Adelaide

VICTORIA

Melbourne

Kings I.

Bass Str.

Tasmania

Hobart Town

Line of Barrier Ice

ANTARCTIC OCEAN

SYMBOLS.

A red dot signifies a case of total loss.
A blue dot signifies a case of partial damage
A red cross signifies a missing vessel.

Note I. It has been necessary to place some of the dots on the Land on account of the limited space.

Note II. All minor casualties and all collisions not resulting in total loss have been omitted from this Chart.

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PART I.

Tables relating to SEA CASUALTIES to, and LIVES LOST AT SEA from, MERCHANT VESSELS REGISTERED IN THE UNITED KINGDOM under the Merchant Shipping Acts, exclusive of Yachts and Fishing Vessels.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 1. **Totals**:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	(a.) Sailing Vessels.							
Founderings	28	12,078	—	—	—	—	28	12,078
Strandings	76	30,101	100	25,228	255	55,840	431	111,169
Collisions	27	4,381	135	29,949	281	80,026	443	114,356
Other Causes	13	12,698	208	145,529	528	271,582	749	429,809
Missing Vessels	23	19,667	—	—	—	—	23	19,667
TOTAL	167	78,925	443	200,706	1,064	407,448	1,674	687,079
	(b.) Steam Vessels.							
Founderings	6	3,402	—	—	—	—	6	3,402
Strandings	54	46,876	280	252,816	382	362,116	716	661,808
Collisions	18	12,524	173	141,744	336	276,126	527	430,394
Other Causes	11	4,650	477	492,572	563	553,267	1,051	1,050,489
Missing Vessels	3	5,705	—	—	—	—	3	5,705
TOTAL	92	73,157	930	887,132	1,281	1,191,509	2,303	2,151,798
	(c.) Total.							
Founderings	34	15,480	—	—	—	—	34	15,480
Strandings	130	76,977	380	278,044	637	417,956	1,147	772,977
Collisions	45	16,905	308	171,693	617	356,152	970	544,750
Other Causes	24	17,348	685	638,101	1,091	824,849	1,800	1,480,298
Missing Vessels	26	25,372	—	—	—	—	26	25,372
TOTAL	259	152,082	1,373	1,087,838	2,345	1,598,957	3,977	2,838,877

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 2. **Home and Foreign Trades:**—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and whether the Vessels were engaged in the HOME or the FOREIGN TRADE.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(1.) HOME TRADE.								
Founderings	12	2,634	—	—	—	—	12	2,634
Strandings	48	3,836	79	6,623	212	17,213	339	27,672
Collisions	24	2,178	115	9,101	233	19,241	372	30,520
Other Causes	3	164	83	7,294	291	27,070	377	34,528
Missing Vessels	5	391	—	—	—	—	5	391
TOTAL	92	9,203	277	23,018	736	63,524	1,105	95,745
(2.) FOREIGN TRADE.								
Founderings	16	2,444	—	—	—	—	16	2,444
Strandings	28	26,265	21	18,605	43	38,627	92	83,497
Collisions	3	2,203	20	20,848	48	60,785	71	83,836
Other Causes	10	12,534	125	138,235	237	244,512	372	395,281
Missing Vessels	18	19,276	—	—	—	—	18	19,276
TOTAL	75	69,722	166	177,688	328	343,924	569	591,334
(3.) TOTAL.								
Founderings	28	12,078	—	—	—	—	28	12,078
Strandings	76	30,101	100	25,228	255	55,840	431	111,169
Collisions	27	4,381	135	29,949	281	80,026	443	114,356
Other Causes	13	12,698	208	145,529	528	271,582	749	429,809
Missing Vessels	23	19,667	—	—	—	—	23	19,667
TOTAL	167	78,925	443	200,706	1,064	407,448	1,674	687,079

(b.) Steam Vessels.

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(1.) HOME TRADE.								
Founderings	2	71	—	—	—	—	2	71
Strandings	16	2,603	76	17,845	114	29,647	206	50,095
Collisions	6	3,106	81	26,071	144	41,799	231	70,976
Other Causes	4	53	119	24,150	139	33,975	262	58,178
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	28	5,833	276	68,066	397	105,421	701	179,320
(2.) FOREIGN TRADE.								
Founderings	4	3,331	—	—	—	—	4	3,331
Strandings	38	44,273	204	234,971	268	322,469	510	611,713
Collisions	12	9,418	92	115,673	192	234,327	296	359,418
Other Causes	7	4,597	358	468,422	424	519,292	789	992,311
Missing Vessels	3	5,705	—	—	—	—	3	5,705
TOTAL	64	67,324	654	819,066	884	1,086,088	1,602	1,972,478
(3.) TOTAL.								
Founderings	6	3,402	—	—	—	—	6	3,402
Strandings	54	46,876	280	252,816	382	362,116	716	661,808
Collisions	18	12,524	173	141,744	336	276,126	527	430,394
Other Causes	11	4,650	477	492,572	563	553,267	1,051	1,050,489
Missing Vessels	3	5,705	—	—	—	—	3	5,705
TOTAL	92	73,157	930	887,132	1,281	1,191,509	2,303	2,151,798

(c.) Total.

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(1.) HOME TRADE.								
Founderings	14	2,705	—	—	—	—	14	2,705
Strandings	64	6,439	155	24,468	326	46,860	545	77,767
Collisions	30	5,284	196	35,172	377	61,040	603	101,496
Other Causes	7	217	202	31,444	430	61,045	639	92,706
Missing Vessels	5	391	—	—	—	—	5	391
TOTAL	120	15,036	553	91,084	1,133	168,945	1,806	275,065
(2.) FOREIGN TRADE.								
Founderings	20	12,775	—	—	—	—	20	12,775
Strandings	66	70,538	225	253,576	311	371,096	602	695,210
Collisions	15	11,621	112	136,521	240	295,112	367	443,254
Other Causes	17	17,131	483	606,657	661	763,804	1,161	1,387,592
Missing Vessels	21	24,981	—	—	—	—	21	24,981
TOTAL	139	137,046	820	996,754	1,212	1,430,012	2,171	2,563,812
(3.) TOTAL.								
Founderings	34	15,480	—	—	—	—	34	15,480
Strandings	130	76,977	380	278,044	637	417,956	1,147	772,977
Collisions	45	16,905	308	171,693	617	356,152	970	544,750
Other Causes	24	17,348	685	638,101	1,091	824,849	1,800	1,480,298
Missing Vessels	26	25,372	—	—	—	—	26	25,372
TOTAL	259	152,082	1,373	1,087,838	2,345	1,598,957	3,977	2,838,877

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 3. **Cargoes:**—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Description of CARGOES carried by the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Cargoes.	Founderings.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Ballast	3	12	18	47	77	4	31	52	87	1	4	50	55	1	21	53	149	223
Timber	4	5	7	13	25	1	3	8	12	—	10	29	39	1	11	20	50	81
Grain	1	5	7	16	28	1	12	7	20	3	31	72	106	4	14	50	95	159
Coal	4	25	25	55	105	8	28	62	98	2	48	123	173	14	53	101	240	394
Metallic Ores, &c.	1	—	—	3	3	—	—	9	9	1	6	10	17	—	2	6	22	30
Machinery, Wrought Iron, &c.	—	—	2	3	5	2	2	2	6	—	3	8	11	—	2	7	13	22
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	7	14	19	60	93	10	32	44	86	1	37	84	122	—	32	88	188	308
Salt, Soda, Potash, &c.	—	5	5	8	18	1	3	4	8	—	7	12	19	1	7	15	24	46
Guano, &c.	2	3	5	18	26	—	5	12	17	1	18	39	58	1	7	28	69	104
Dung, &c.	—	—	1	—	1	—	1	1	2	—	—	—	—	—	—	2	1	3
Hay, Straw, &c.	—	—	—	1	1	—	3	1	4	—	—	2	2	—	—	3	4	7
Sugar, Molasses, &c.	1	—	—	1	1	—	—	3	3	—	4	7	11	1	2	4	11	17
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	3	4	7	—	1	2	3	—	1	3	4	—	—	5	9	14
Cotton, Wool, &c.	—	—	1	—	1	—	—	2	2	1	3	5	9	—	1	4	7	12
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	1	1	—	7	8	—	1	2	3	1	3	18	22	—	3	4	27	34
General	—	2	—	5	7	—	4	6	10	1	14	37	52	—	3	18	48	69
Explosive Oils	—	1	—	2	3	—	—	—	—	1	4	3	8	—	2	4	5	11
Various	4	3	5	11	19	—	9	19	28	—	12	25	37	—	7	26	55	88
Unknown	—	—	2	1	3	—	—	45	45	—	3	1	4	—	—	5	47	52
TOTAL	28	76	100	255	431	27	135	281	443	13	208	528	749	23	167	443	1,064	1,674

(b.) Steam Vessels.

Ballast	1	10	65	87	162	2	57	109	168	5	122	104	231	—	18	244	300	562
Timber	—	2	30	24	56	2	3	14	19	—	14	57	71	—	4	47	95	146
Grain	2	6	31	38	75	—	22	23	45	1	30	54	85	1	10	83	115	208
Coal	—	10	57	73	140	8	36	44	88	4	80	94	178	1	23	173	211	407
Metallic Ores, &c.	—	2	24	41	67	3	3	11	17	—	23	47	70	—	5	50	99	154
Machinery, Wrought Iron, &c.	—	—	10	7	17	—	—	2	2	—	11	8	19	—	—	21	17	38
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	1	5	5	11	—	2	3	5	—	7	5	12	—	1	14	13	28
Salt, Soda, Potash, &c.	—	—	2	2	4	—	—	1	1	—	2	1	3	—	—	4	4	8
Guano, &c.	1	2	5	12	19	—	2	—	2	—	5	5	10	—	3	12	17	32
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	3	1	4	—	—	3	1	4
Sugar, Molasses, &c.	—	1	3	6	10	—	1	1	2	1	11	7	19	—	2	15	14	31
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	1	2	3	—	—	1	2	3
Potatoes, Fruit, &c.	—	—	—	2	2	—	1	1	2	—	6	5	11	—	—	7	8	15
Cotton, Wool, &c.	—	1	2	6	9	—	3	1	4	—	13	13	26	—	1	18	20	39
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	2	—	2	—	—	2	—	2
Fish, Oil, &c.	—	—	2	1	3	—	—	—	—	—	4	2	6	—	—	6	3	9
General	1	15	35	61	111	3	39	81	123	—	114	136	250	1	20	188	278	486
Explosive Oils	—	2	3	4	9	—	1	1	2	—	6	3	9	—	2	10	8	20
Various	1	2	5	12	19	—	2	9	11	—	14	14	28	—	3	21	35	59
Unknown	—	—	1	1	2	—	1	35	36	—	9	5	14	—	—	11	41	52
TOTAL	6	54	280	382	716	18	173	336	527	11	477	563	1,051	3	92	930	1,281	2,303

(c.) Total.

Ballast	4	22	83	134	239	6	88	161	255	6	126	154	286	1	39	297	449	785
Timber	4	7	37	37	81	3	6	22	31	—	24	86	110	1	15	67	145	227
Grain	3	11	38	54	103	1	34	30	65	4	61	126	191	5	24	133	210	367
Coal	4	35	82	128	245	16	64	106	186	6	128	217	351	15	76	274	451	801
Metallic Ores, &c.	1	2	24	44	70	3	3	20	26	1	29	57	87	—	7	56	121	184
Machinery, Wrought Iron, &c.	—	—	12	10	22	2	2	4	8	—	14	16	30	—	2	28	30	60
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	7	15	24	65	104	10	34	47	91	1	44	89	134	—	33	102	201	336
Salt, Soda, Potash, &c.	—	5	7	10	22	1	3	5	9	—	9	13	22	1	7	19	28	54
Guano, &c.	3	5	10	30	45	—	7	12	19	1	23	44	68	1	10	40	86	136
Dung, &c.	—	—	1	—	1	—	1	1	2	—	—	—	—	—	—	2	1	3
Hay, Straw, &c.	—	—	—	1	1	—	3	1	4	—	3	3	6	—	—	6	5	11
Sugar, Molasses, &c.	1	1	3	7	11	—	1	4	5	1	15	14	30	1	4	19	25	48
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	1	2	3	—	—	1	2	3
Potatoes, Fruit, &c.	—	—	3	6	9	—	2	3	5	—	7	8	15	—	—	12	17	29
Cotton, Wool, &c.	—	1	3	6	10	—	3	3	6	1	16	18	35	—	2	22	27	51
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	2	—	2	—	—	2	—	2
Fish, Oil, &c.	1	1	2	8	11	—	1	2	3	1	7	20	28	—	3	10	30	43
General	1	17	35	66	118	3	43	87	133	1	128	173	302	1	23	206	326	555
Explosive Oils	—	3	3	6	12	—	1	1	2	1	10	6	17	—	4	14	13	31
Various	5	5	10	23	38	—	11	28	39	—	26	39	65	—	10	47	90	147
Unknown	—	—	3	2	5	—	1	80	81	—	12	6	18	—	—	16	88	104
TOTAL	34	130	380	637	1,147	45	308	617	970	24	685	1,091	1,800	26	259	1,373	2,345	3,977

Note.—For the tonnage and cargoes of merchant vessels registered in the United Kingdom which were totally lost at sea, *see* Table 4.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 4. **Cargoes and Tonnage. Total Losses only**:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when Lost.

(a.) Sailing Vessels.

Cargoes.	Founderings.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Ballast	3	4,572	12	9,163	4	542	1	1,101	1	2,174	21	17,552
Timber	4	2,100	5	4,420	1	75	—	—	1	349	11	6,944
Grain	1	1,163	5	2,206	1	64	3	3,488	4	6,305	14	13,226
Coal	4	1,009	25	8,646	8	1,589	2	5,051	14	8,687	53	24,982
Metallic Ores, &c.	1	63	—	—	—	—	1	499	—	—	2	562
Machinery, Wrought Iron, &c.	—	—	—	—	2	314	—	—	—	—	2	314
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	7	402	14	1,073	10	1,752	1	59	—	—	32	3,286
Salt, Soda, Potash, &c.	—	—	5	3,159	1	45	—	—	1	170	7	3,374
Guano, &c.	2	604	3	377	—	—	1	739	1	554	7	2,274
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	1	379	—	—	—	—	—	—	1	1,428	2	1,807
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c.	—	—	—	—	—	—	1	614	—	—	1	614
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	1	133	1	37	—	—	1	216	—	—	3	386
General	—	—	2	753	—	—	1	34	—	—	3	787
Explosive Oils, &c.	—	—	1	80	—	—	1	897	—	—	2	977
Various	4	1,653	3	187	—	—	—	—	—	—	7	1,840
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	28	12,078	76	30,101	27	4,381	13	12,698	23	19,667	167	78,925

(b.) Steam Vessels.

Ballast	1	1,573	10	4,117	2	1,080	5	160	—	—	18	6,930
Timber	—	—	2	1,247	2	1,221	—	—	—	—	4	2,468
Grain	2	1,296	6	6,295	—	—	1	1,045	1	855	10	9,491
Coal	—	—	10	5,852	8	5,383	4	2,299	1	628	23	14,162
Metallic Ores, &c.	—	—	2	1,815	3	2,803	—	—	—	—	5	4,618
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	1	394	—	—	—	—	—	—	1	394
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c.	1	42	2	553	—	—	—	—	—	—	3	595
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	1	1,278	—	—	1	1,146	—	—	2	2,424
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c.	—	—	1	1,563	—	—	—	—	—	—	1	1,563
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	—
General	1	462	15	20,811	3	2,037	—	—	1	4,222	20	27,532
Explosive Oils	—	—	2	1,976	—	—	—	—	—	—	2	1,976
Various	1	29	2	975	—	—	—	—	—	—	3	1,004
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	6	3,402	54	46,876	18	12,524	11	4,650	3	5,705	92	73,157

(c.) Total.

Ballast	4	6,145	22	13,280	6	1,622	6	1,261	1	2,174	39	24,482
Timber	4	2,100	7	5,667	3	1,296	—	—	1	349	15	9,412
Grain	3	2,459	11	8,501	1	64	4	4,533	5	7,160	24	22,717
Coal	4	1,009	35	14,498	16	6,972	6	7,350	15	9,315	76	39,144
Metallic Ores, &c.	1	63	2	1,815	3	2,803	1	499	—	—	7	5,180
Machinery, Wrought Iron, &c.	—	—	—	—	2	314	—	—	—	—	2	314
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	7	402	15	1,467	10	1,752	1	59	—	—	33	3,680
Salt, Soda, Potash, &c.	—	—	5	3,159	1	45	—	—	1	170	7	3,374
Guano, &c.	3	646	5	930	—	—	1	739	1	554	10	2,869
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	1	379	1	1,278	—	—	1	1,146	1	1,428	4	4,231
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c.	—	—	1	1,563	—	—	1	614	—	—	2	2,177
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	1	133	1	37	—	—	1	216	—	—	3	386
General	1	462	17	21,564	3	2,037	1	34	1	4,222	23	28,319
Explosive Oils, &c.	—	—	3	2,056	—	—	1	897	—	—	4	2,953
Various	5	1,682	5	1,162	—	—	—	—	—	—	10	2,844
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	34	15,480	130	76,977	45	16,905	24	17,348	26	25,372	259	152,082

Note.—For the cargoes of merchant vessels registered in the United Kingdom which met with Sea Casualties, *see* Table 3.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 5. **Tonnages**:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Tonnages.	Foundrings.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 50 tons	5	15	15	46	76	7	39	70	116	1	17	52	70	—	28	71	168	267
50 and under 100 tons	6	25	49	131	205	9	52	108	169	2	51	167	220	6	48	152	406	606
100 „ 200 „	2	12	17	45	74	7	25	54	86	—	29	94	123	1	22	71	193	286
200 „ 300 „	4	4	3	3	10	2	4	11	17	1	7	30	38	—	11	14	44	69
300 „ 400 „	1	4	1	4	9	—	2	—	2	—	5	12	17	3	8	8	16	32
400 „ 500 „	2	—	3	1	4	—	—	—	—	1	5	4	10	1	4	8	5	17
500 „ 600 „	1	—	2	1	3	—	1	3	4	—	4	6	10	1	2	7	10	19
600 „ 700 „	1	1	—	—	1	—	1	—	1	1	5	5	11	—	3	6	5	14
700 „ 800 „	—	2	—	2	4	—	—	1	1	1	9	13	23	—	3	9	16	28
800 „ 1,000 „	1	1	1	1	3	1	—	2	3	1	7	20	28	1	5	8	23	36
1,000 „ 1,200 „	2	2	3	6	11	1	3	4	8	1	19	30	50	3	9	25	40	74
1,200 „ 1,500 „	2	3	2	5	10	—	3	9	12	—	10	39	49	3	8	15	53	76
1,500 „ 2,000 „	—	5	2	7	14	—	3	10	13	2	25	37	64	1	8	30	54	92
2,000 „ 2,500 „	1	1	2	3	6	—	2	8	10	1	9	13	23	3	6	13	24	43
2,500 „ 3,000 „	—	1	—	—	1	—	—	1	1	1	6	6	13	—	2	6	7	15
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	28	76	100	255	431	27	135	281	443	13	208	528	749	23	167	443	1,064	1,674

(b.) Steam Vessels.

Tonnages.	Foundrings.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 50 tons	2	6	13	16	35	—	16	33	49	4	31	19	54	—	12	60	68	140
50 and under 100 tons	—	2	13	18	33	—	9	23	32	—	22	19	41	—	2	44	60	106
100 „ 200 „	—	6	21	30	57	—	8	11	19	1	22	22	45	—	7	51	63	121
200 „ 300 „	—	5	12	10	27	1	8	6	15	—	19	43	62	—	6	39	59	104
300 „ 400 „	1	3	10	19	32	—	10	22	32	—	14	25	39	—	4	34	66	104
400 „ 500 „	1	—	15	19	34	1	16	27	44	2	16	27	45	—	4	47	73	124
500 „ 600 „	—	1	15	19	35	5	20	33	58	—	9	25	34	—	6	44	77	127
600 „ 700 „	—	2	11	20	33	5	5	19	29	1	22	29	52	1	9	38	68	115
700 „ 800 „	—	—	20	25	45	1	3	17	21	—	25	24	49	—	1	48	66	115
800 „ 1,000 „	1	8	31	34	73	4	21	24	49	1	58	66	125	1	15	110	124	249
1,000 „ 1,200 „	—	6	41	41	88	—	15	31	46	2	49	80	131	—	8	105	152	265
1,200 „ 1,500 „	—	5	27	53	85	1	17	38	56	—	74	76	150	—	6	118	167	291
1,500 „ 2,000 „	1	6	38	59	103	—	14	37	51	—	82	73	155	—	7	134	169	310
2,000 „ 2,500 „	—	3	12	12	27	—	7	10	17	—	19	21	40	—	3	38	43	84
2,500 „ 3,000 „	—	—	—	6	6	—	3	3	6	—	8	6	14	—	—	11	15	26
3,000 tons and above	—	1	1	1	3	—	1	2	3	—	7	8	15	1	2	9	11	22
TOTAL	6	54	280	382	716	18	173	336	527	11	477	563	1,051	3	92	930	1,281	2,303

(c.) Total.

Tonnages.	Foundrings.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 50 tons	7	21	28	62	111	7	55	103	165	5	48	71	124	—	40	131	236	407
50 and under 100 tons	6	27	62	149	238	9	61	131	201	2	73	186	261	6	50	196	466	712
100 „ 200 „	2	18	38	75	131	7	33	65	105	1	51	116	168	1	29	122	256	407
200 „ 300 „	4	9	15	13	37	3	12	17	32	1	26	73	100	—	17	53	103	173
300 „ 400 „	2	7	11	23	41	—	12	22	34	—	19	37	56	3	12	42	82	136
400 „ 500 „	3	—	18	20	38	1	16	27	44	3	21	31	55	1	8	55	78	141
500 „ 600 „	1	1	17	20	38	5	21	36	62	—	13	31	44	1	8	51	87	146
600 „ 700 „	1	3	11	20	34	5	6	19	30	2	27	34	63	1	12	44	73	129
700 „ 800 „	—	2	20	27	49	1	3	18	22	1	34	37	72	—	4	57	82	143
800 „ 1,000 „	2	9	32	35	76	5	21	26	52	2	65	86	153	2	20	118	147	285
1,000 „ 1,200 „	2	8	44	47	99	1	18	35	54	3	68	110	181	3	17	130	192	339
1,200 „ 1,500 „	2	8	29	58	95	1	20	47	68	—	84	115	199	3	14	133	220	367
1,500 „ 2,000 „	1	11	40	66	117	—	17	47	64	2	107	110	219	1	15	164	223	402
2,000 „ 2,500 „	1	4	14	15	33	—	9	18	27	1	28	34	63	3	9	51	67	127
2,500 „ 3,000 „	—	1	—	6	7	—	3	4	7	1	14	12	27	—	2	17	22	41
3,000 tons and above	—	1	1	1	3	—	1	2	3	—	7	8	15	1	2	9	11	22
TOTAL	34	130	380	637	1,147	45	308	617	970	24	685	1,091	1,800	26	259	1,373	2,345	3,977

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 6. **Ages**:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the AGES of the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Ages.	Foundrings.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 3 years	1	3	3	6	12	2	5	18	25	2	15	35	52	4	12	23	59	94
3 and not exceeding 7 years	2	7	5	11	23	2	17	19	38	1	18	39	58	1	13	40	69	122
8 „ „ 10 „	2	4	7	9	20	—	8	11	19	1	12	34	47	—	7	27	54	88
11 „ „ 14 „	—	2	6	17	25	—	8	27	35	—	13	35	48	3	5	27	79	111
15 „ „ 20 „	2	15	13	52	80	5	18	49	72	3	46	110	159	3	28	77	211	316
21 „ „ 30 „	13	24	28	75	127	5	44	77	126	2	65	140	207	9	53	137	292	482
31 „ „ 40 „	7	10	21	48	79	7	24	44	75	2	20	84	106	1	27	65	176	268
41 „ „ 50 „	1	5	7	22	34	2	6	16	24	1	10	22	33	2	11	23	60	94
51 „ „ 60 „	—	5	4	3	12	1	3	10	14	—	3	14	17	—	6	10	27	43
61 „ „ 70 „	—	—	—	5	5	1	—	2	3	—	3	7	10	—	1	3	14	18
71 „ „ 80 „	—	—	1	2	3	1	—	2	3	—	—	—	—	—	1	1	4	6
81 „ „ 90 „	—	—	1	2	3	—	1	—	1	1	1	2	4	—	1	3	4	8
91 „ „ 100 „	—	—	2	—	2	1	1	1	3	—	—	1	1	—	1	3	2	6
101 years and upwards	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	1	—	1
Unknown	—	1	1	3	5	—	—	5	5	—	2	5	7	—	1	3	13	17
TOTAL	28	76	100	255	431	27	135	281	443	13	208	528	749	23	167	443	1,064	1,674

(b.) Steam Vessels.

Ages.																		
Under 3 years	1	4	49	70	123	1	25	57	83	—	76	89	165	1	7	150	216	373
3 and not exceeding 7 years	—	6	64	90	160	2	33	67	102	2	89	124	215	—	10	186	281	477
8 „ „ 10 „	—	15	64	65	144	3	25	41	69	1	88	101	190	—	19	177	207	403
11 „ „ 14 „	1	7	36	52	95	3	34	51	88	—	84	93	177	—	11	154	196	361
15 „ „ 20 „	—	10	36	55	101	4	23	49	76	2	64	78	144	1	17	123	182	322
21 „ „ 30 „	3	10	28	39	77	4	29	56	89	6	61	60	127	1	24	118	155	297
31 „ „ 40 „	—	2	3	9	14	1	4	12	17	—	13	15	28	—	3	20	36	59
41 „ „ 50 „	1	—	—	1	1	—	—	3	3	—	2	2	4	—	1	2	6	9
51 „ „ 60 „	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	1	1
61 „ „ 70 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 „ „ 80 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 „ „ 90 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 „ „ 100 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	1	1
TOTAL	6	54	280	382	716	18	173	336	527	11	477	563	1,051	3	92	930	1,281	2,303

(c.) Total.

Under 3 years	2	7	52	76	135	3	30	75	108	2	91	124	217	5	19	173	275	467
3 and not exceeding 7 years	2	13	69	101	183	4	50	86	140	3	107	163	273	1	23	226	350	599
8 „ „ 10 „	2	19	71	74	164	3	33	52	88	2	100	135	237	—	26	204	261	491
11 „ „ 14 „	1	9	42	69	120	3	42	78	123	—	97	128	225	3	16	181	275	472
15 „ „ 20 „	2	25	49	107	181	9	41	98	148	5	110	188	303	4	45	200	393	638
21 „ „ 30 „	16	34	56	114	204	9	73	133	215	8	126	200	334	10	77	255	447	779
31 „ „ 40 „	7	12	24	57	93	8	28	56	92	2	33	99	134	1	30	85	212	327
41 „ „ 50 „	2	5	7	23	35	2	6	19	27	1	12	24	37	2	12	25	66	103
51 „ „ 60 „	—	5	4	3	12	1	3	10	14	—	3	15	18	—	6	10	28	44
61 „ „ 70 „	—	—	—	5	5	1	—	2	3	—	3	7	10	—	1	3	14	18
71 „ „ 80 „	—	—	1	2	3	1	—	2	3	—	—	—	—	—	1	1	4	6
81 „ „ 90 „	—	—	1	2	3	—	1	—	1	1	1	2	4	—	1	3	4	8
91 „ „ 100 „	—	—	2	—	2	1	1	1	3	—	—	1	1	—	1	3	2	6
101 years and upwards	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	1	—	1
Unknown	—	1	1	4	6	—	—	5	5	—	2	5	7	—	1	3	14	18
TOTAL	34	130	380	637	1,147	45	308	617	970	24	685	1,091	1,800	26	259	1,373	2,345	3,977

Note.—For the tonnage and ages of merchant vessels registered in the United Kingdom which were totally lost at sea, *see* Table 7.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 7. **Ages and Tonnage.—Total Losses only:**—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties, and the AGES of the Vessels.

(a.) Sailing Vessels.

Ages.	Founderings.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Totals.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Under 3 years	1	2,008	3	3,375	2	1,350	2	5,051	4	6,008	12	17,792
3 and not exceeding 7 years	2	189	7	5,753	2	283	1	1,648	1	2,000	13	9,873
8 „ „ 10 „	2	604	4	5,524	—	—	1	897	—	—	7	7,025
11 „ „ 14 „	—	—	2	410	—	—	—	—	3	3,213	5	3,623
15 „ „ 20 „	2	361	15	6,341	5	545	3	3,086	3	2,678	28	13,011
21 „ „ 30 „	13	8,282	24	5,354	5	583	2	1,113	9	5,446	53	20,778
31 „ „ 40 „	7	599	10	1,860	7	1,220	2	773	1	81	27	4,533
41 „ „ 50 „	1	35	5	963	2	95	1	59	2	241	11	1,393
51 „ „ 60 „	—	—	5	411	1	65	—	—	—	—	6	476
61 „ „ 70 „	—	—	—	—	1	42	—	—	—	—	1	42
71 „ „ 80 „	—	—	—	—	1	98	—	—	—	—	1	98
81 „ „ 90 „	—	—	—	—	—	—	1	71	—	—	1	71
91 „ „ 100 „	—	—	—	—	1	100	—	—	—	—	1	100
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	1	110	—	—	—	—	—	—	1	110
TOTAL	28	12,078	76	30,101	27	4,381	13	12,698	23	19,667	167	78,925

(b.) Steam Vessels.

Under 3 years	1	1,573	4	4,189	1	659	—	—	1	4,222	7	10,643
3 and not exceeding 7 years	—	—	6	7,584	2	1,598	2	427	—	—	10	9,609
8 „ „ 10 „	—	—	15	15,899	3	2,473	1	1,146	—	—	19	19,518
10 „ „ 14 „	1	959	7	6,198	3	2,688	—	—	—	—	11	9,845
15 „ „ 20 „	—	—	10	8,993	4	2,454	2	829	1	628	17	12,904
21 „ „ 30 „	3	828	10	3,511	4	2,404	6	2,248	1	855	24	9,846
31 „ „ 40 „	—	—	2	502	1	248	—	—	—	—	3	750
41 „ „ 50 „	1	42	—	—	—	—	—	—	—	—	1	42
51 „ „ 60 „	—	—	—	—	—	—	—	—	—	—	—	—
61 „ „ 70 „	—	—	—	—	—	—	—	—	—	—	—	—
71 „ „ 80 „	—	—	—	—	—	—	—	—	—	—	—	—
81 „ „ 90 „	—	—	—	—	—	—	—	—	—	—	—	—
91 „ „ 100 „	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	6	3,402	54	46,876	18	12,524	11	4,650	3	5,705	92	73,157

(c.) Total.

Under 3 years	2	3,581	7	7,564	3	2,009	2	5,051	5	10,230	19	28,435
3 and not exceeding 7 years	2	189	13	13,337	4	1,881	3	2,075	1	2,000	23	19,482
8 „ „ 10 „	2	604	19	21,423	3	2,473	2	2,043	—	—	26	26,543
11 „ „ 14 „	1	959	9	6,608	3	2,688	—	—	3	3,213	16	13,468
15 „ „ 20 „	2	361	25	15,334	9	2,999	5	3,915	4	3,306	45	25,915
21 „ „ 30 „	16	9,110	34	8,865	9	2,987	8	3,361	10	6,301	77	30,624
31 „ „ 40 „	7	599	12	2,362	8	1,468	2	773	1	81	30	5,283
41 „ „ 50 „	2	77	5	963	2	95	1	59	2	241	12	1,435
51 „ „ 60 „	—	—	5	411	1	65	—	—	—	—	6	476
61 „ „ 70 „	—	—	—	—	1	42	—	—	—	—	1	42
71 „ „ 80 „	—	—	—	—	1	98	—	—	—	—	1	98
81 „ „ 90 „	—	—	—	—	—	—	1	71	—	—	1	71
91 „ „ 100 „	—	—	—	—	1	100	—	—	—	—	1	100
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	1	110	—	—	—	—	—	—	1	110
TOTAL	34	15,480	130	76,977	45	16,905	24	17,348	26	25,372	259	153,082

Note.—For the Ages of Merchant Vessels registered in the United Kingdom which met with Sea Casualties, *see* Table 6.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 8. **Iron, Steel, Composite, or Wood:**—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and the MATERIALS of which the Vessels were CONSTRUCTED.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Iron.		Steel.		Composite.		Wood.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Founderings (Total Losses)	4	2,555	1	2,008	—	—	23	7,515	28	12,078
Strandings:										
Total Losses	18	20,075	1	2,993	—	—	57	7,033	76	30,101
Serious Casualties	12	12,232	5	4,221	2	1,269	81	7,446	100	25,228
Minor Casualties	23	27,527	2	4,084	—	—	230	24,229	255	55,840
TOTAL	53	59,894	8	11,298	2	1,269	368	38,708	431	111,169
Collisions:										
Total Losses	4	2,372	—	—	—	—	23	2,009	27	4,381
Serious Casualties	11	9,854	7	9,908	—	—	117	10,187	135	29,949
Minor Casualties	24	29,114	14	25,914	2	46	241	24,952	281	80,026
TOTAL	39	41,340	21	35,822	2	46	381	37,148	443	114,356
Other Causes:										
Total Losses	6	5,221	3	6,699	1	614	3	164	13	12,698
Serious Casualties	70	82,493	21	42,127	2	1,216	115	19,693	208	145,529
Minor Casualties	132	158,500	34	61,572	—	—	362	51,510	528	271,582
TOTAL	208	246,214	58	110,398	3	1,830	480	71,367	749	429,809
Missing Vessels	7	8,516	4	7,910	1	1,050	11	2,191	23	19,667
From all Causes:										
Total Losses	39	38,739	9	19,610	2	1,664	117	18,912	167	78,925
Serious Casualties	93	104,639	33	56,256	4	2,485	313	37,326	443	200,706
Minor Casualties	179	215,141	50	91,570	2	46	833	100,691	1,064	407,448
TOTAL	311	358,519	92	167,436	8	4,195	1,263	156,929	1,674	687,079

(b.) Steam Vessels.

Founderings (Total Losses)	5	1,829	1	1,573	—	—	—	—	6	3,402
Strandings:										
Total Losses	38	33,594	11	13,022	—	—	5	260	54	46,876
Serious Casualties	194	151,563	79	100,418	—	—	7	835	280	252,816
Minor Casualties	263	218,639	113	143,300	—	—	6	177	382	362,116
TOTAL	495	403,796	203	256,740	—	—	18	1,272	716	661,808
Collisions:										
Total Losses	15	10,267	3	2,257	—	—	—	—	18	12,524
Serious Casualties	127	91,571	41	50,118	—	—	5	55	173	141,744
Minor Casualties	214	146,205	113	129,743	—	—	9	178	336	276,126
TOTAL	356	248,043	157	182,118	—	—	14	233	527	430,394
Other Causes:										
Total Losses	5	4,068	1	422	—	—	5	160	11	4,650
Serious Casualties	340	313,709	125	178,549	—	—	12	314	477	492,572
Minor Casualties	402	339,220	152	212,170	1	1,301	8	576	563	553,267
TOTAL	747	656,997	278	391,141	1	1,301	25	1,050	1,051	1,050,489
Missing Vessels	2	1,483	1	4,222	—	—	—	—	3	5,705
From all Causes:										
Total Losses	65	51,241	17	21,496	—	—	10	420	92	73,157
Serious Casualties	661	556,843	245	329,085	—	—	24	1,204	930	887,132
Minor Casualties	879	704,064	378	485,213	1	1,301	23	931	1,281	1,191,509
TOTAL	1,605	1,312,148	640	835,794	1	1,301	57	2,555	2,303	2,151,798

(c.) Total.

Founderings (Total Losses)	9	4,384	2	3,581	—	—	23	7,515	34	15,480
Strandings:										
Total Losses	56	53,669	12	16,015	—	—	62	7,293	130	76,977
Serious Casualties	206	163,855	84	104,639	2	1,269	88	8,281	380	278,044
Minor Casualties	286	246,166	115	147,384	—	—	236	24,406	637	417,956
TOTAL	548	463,690	211	268,038	2	1,269	386	39,980	1,147	772,977
Collisions:										
Total Losses	19	12,639	3	2,257	—	—	23	2,009	45	16,905
Serious Casualties	138	101,425	48	60,026	—	—	122	10,242	308	171,693
Minor Casualties	238	175,319	127	155,657	2	46	250	25,130	617	356,152
TOTAL	395	289,383	178	217,940	2	46	395	37,381	970	544,750
Other Causes:										
Total Losses	11	9,289	4	7,121	1	614	8	324	24	17,348
Serious Casualties	410	396,202	146	220,676	2	1,216	127	20,007	685	633,101
Minor Casualties	534	497,720	186	273,742	1	1,301	370	52,086	1,091	824,849
TOTAL	955	903,211	336	501,539	4	3,131	505	72,417	1,800	1,480,298
Missing Vessels	9	9,999	5	12,132	1	1,050	11	2,191	26	25,372
From all Causes:										
Total Losses	104	89,980	26	41,106	2	1,664	127	19,332	259	152,082
Serious Casualties	754	661,482	278	385,341	4	2,485	337	38,530	1,373	1,087,838
Minor Casualties	1,058	919,205	428	576,783	3	1,347	856	101,622	2,345	1,598,957
TOTAL	1,916	1,670,667	732	1,003,230	9	5,496	1,320	159,484	3,977	2,838,877

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 9. **Causes:**—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties (other than Collisions*) occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties (other than Collisions) Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and, as far as reported, the CAUSES to which the Casualties were attributed.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundrings.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Ships' Equipments or Stowage.														
Improper Stowage	1	—	—	—	—	—	3	1	4	—	1	3	1	5
Overloading	2	—	—	—	—	—	—	—	—	—	2	—	—	2
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	5	3	6	1	10	—	16	51	67	—	8	22	52	82
Insufficient Manning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	8	3	6	1	10	—	19	52	71	—	11	25	53	89
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew	—	23	26	87	136	—	2	1	3	—	23	28	88	139
Error, &c. of Pilots	—	4	4	14	22	—	—	1	1	—	4	4	15	23
TOTAL	—	27	30	101	158	—	2	2	4	—	27	32	103	162
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CLASS 4.														
Other Cases.														
Intentional Destruction, *i.e.*, Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions	—	—	—	—	—	1	2	—	3	—	1	2	—	3
Spontaneous Combustion of Coal	—	—	—	—	—	2	—	5	7	—	2	—	5	7
„ „ Other Cargoes	—	—	—	—	—	1	—	—	1	—	1	—	—	1
Fires, other than Spontaneous Combustion	—	—	—	—	—	4	4	5	13	—	4	4	5	13
Inevitable Accident	—	5	11	47	63	—	8	37	45	—	5	19	84	108
Want of Lights or Buoys on Coasts or Shoals	—	—	—	1	1	—	—	—	—	—	—	—	1	1
Contact with Ice	1	1	—	—	1	2	3	5	10	—	4	3	5	12
Striking on Floating or Sunken Wreck	—	—	—	1	1	—	—	1	1	—	—	—	2	2
Want of Pilot	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Want of Power in Steam Tugs or defective Tow Ropes	—	—	1	—	1	—	—	—	—	—	—	1	—	1
TOTAL	1	6	12	49	67	10	17	53	80	—	17	29	102	148
CLASS 5.														
Unknown Cases	4	1	3	8	12	—	4	15	19	23	28	7	23	58
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	14	26	23	21	70	3	148	359	510	—	43	171	380	594
Heavy Seas	1	—	4	3	7	—	18	41	59	—	1	22	44	67
Calms and Currents	—	7	5	44	56	—	—	5	5	—	7	5	49	61
Fogs, &c.	—	6	17	28	51	—	—	1	1	—	6	17	29	52
Lightning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	15	39	49	96	184	3	166	406	575	—	57	215	502	774
GRAND TOTAL	28	76	100	255	431	13	208	528	749	23	140	308	783	1,231

* For the causes of collisions, *see* Part III., Table 61.

Table 9—*continued.*

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 9. **Causes**—*continued.*

(b.) Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundrings.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Ships' Equipments or Stowage.														
Improper Stowage	—	—	—	—	—	—	—	1	1	—	—	—	1	1
Overloading	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	3	2	3	3	8	—	7	8	15	—	5	10	11	26
Insufficient Manning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	4	2	3	3	8	—	7	9	16	—	6	10	12	28
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew	—	34	93	81	208	—	1	1	2	—	34	94	82	210
Error, &c. of Pilots	—	2	27	34	63	—	—	1	1	—	2	27	35	64
TOTAL	—	36	120	115	271	—	1	2	3	—	36	121	117	274
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	—	1	1	2	3	303	128	434	—	3	304	129	436
CLASS 4.														
Other Cases.														
Intentional Destruction, *i.e.*, Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas	—	—	—	—	—	—	1	3	4	—	—	1	3	4
Other Explosions	—	—	—	—	—	—	—	1	1	—	—	—	1	1
Spontaneous Combustion of Coal	—	—	—	—	—	—	1	4	5	—	—	1	4	5
„ „ Other Cargoes	—	—	—	—	—	—	3	—	3	—	—	3	—	3
Fires, other than Spontaneous Combustion	—	—	—	—	—	3	14*	12	29	—	3	14	12	29
Inevitable Accident	—	3	53	119	175	—	6	31	37	—	3	59	150	212
Want of Lights or Buoys on Coasts or Shoals	—	—	1	5	6	—	—	—	—	—	—	1	5	6
Contact with Ice	—	1	4	5	10	5	48	60	113	—	6	52	65	123
Striking on Floating or Sunken Wreck	—	—	4	4	8	—	6	12	18	—	—	10	16	26
Want of Pilot	—	—	—	2	2	—	—	—	—	—	—	—	2	2
Want of Power in Steam Tugs or defective Tow Ropes	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	—	4	62	135	201	8	79	123	210	—	12	141	258	411
CLASS 5.														
Unknown Cases	—	5	10	31	46	—	3	13	16	3	8	13	44	65
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	2	1	19	16	36	—	80	265	345	—	3	99	281	383
Heavy Seas	—	—	9	4	13	—	4	16	20	—	—	13	20	33
Calms and Currents	—	4	18	25	47	—	—	5	5	—	4	18	30	52
Fogs, &c.	—	2	38	52	92	—	—	1	1	—	2	38	53	93
Lightning	—	—	—	—	—	—	—	1	1	—	—	—	1	1
TOTAL	2	7	84	97	188	—	84	288	372	—	9	168	385	562
GRAND TOTAL	6	54	280	382	716	11	477	563	1,051	3	74	757	945	1,776

* Includes a case of fire, supposed to have arisen from defective insulation of electric lighting apparatus.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 9. **Causes**—*continued.*

(c.) Total.—Sailing and Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundrings.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Ships' Equipments or Stowage.														
Improper Stowage	1	—	—	—	—	—	3	2	5	—	1	3	2	6
Overloading	3	—	—	—	—	—	—	—	—	—	3	—	—	3
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	8	5	9	4	18	—	23	59	82	—	13	32	63	108
Insufficient Manning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	12	5	9	4	18	—	26	61	87	—	17	35	65	117
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew	—	57	119	168	344	—	3	2	5	—	57	122	170	349
Error, &c. of Pilots	—	6	31	48	85	—	—	2	2	—	6	31	50	87
TOTAL	—	63	150	216	429	—	3	4	7	—	63	153	220	436
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	—	1	1	2	3	303	128	434	—	3	304	129	436
CLASS 4.														
Other Cases.														
Intentional Destruction, *i.e.*, Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas	—	—	—	—	—	—	1	3	4	—	—	1	3	4
Other explosions	—	—	—	—	—	1	2	1	4	—	1	2	1	4
Spontaneous Combustion of Coal	—	—	—	—	—	2	1	9	12	—	2	1	9	12
" " Other Cargoes	—	—	—	—	—	1	3	—	4	—	1	3	—	4
Fires, other than Spontaneous Combustion	—	—	—	—	—	7	18	17	42	—	7	18	17	42
Inevitable Accident	—	8	64	166	238	—	14	68	82	—	8	78	234	320
Want of Lights or Buoys on Coasts or Shoals	—	—	1	6	7	—	—	—	—	—	—	1	6	7
Contact with Ice	1	2	4	5	11	7	51	65	123	—	10	55	70	135
Striking on Floating or Sunken Wreck	—	—	4	5	9	—	6	13	19	—	—	10	18	28
Want of Pilot	—	—	—	2	2	—	—	—	—	—	—	—	2	2
Want of Power in Steam Tugs or defective Tow Ropes	—	—	1	—	1	—	—	—	—	—	—	1	—	1
TOTAL	1	10	74	184	268	18	96	176	290	—	29	170	360	559
CLASS 5.														
Unknown Cases	4	6	13	39	58	—	7	28	35	26	36	20	67	123
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	16	27	42	37	106	3	228	624	855	—	46	270	661	977
Heavy Seas	1	—	13	7	20	—	22	57	79	—	1	35	64	100
Calms and Currents	—	11	23	69	103	—	—	10	10	—	11	23	79	113
Fogs, &c.	—	8	55	80	143	—	—	2	2	—	8	55	82	145
Lightning	—	—	—	—	—	—	—	1	1	—	—	—	1	1
TOTAL	17	46	133	193	372	3	250	694	947	—	66	383	887	1,336
GRAND TOTAL	34	130	380	637	1,147	24	685	1,091	1,800	26	214	1,065	1,728	3,007

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 10. **Localities:**—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Foundered.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head	—	1	6	8	15	3	5	4	12	—	4	19	23	—	4	15	31	50
Flamborough Head to North Foreland	—	6	23	24	53	8	65	101	174	—	16	65	81	—	14	104	190	308
North Foreland to St. Catherine's Point	4	2	8	19	29	3	15	13	31	—	5	26	31	—	9	28	58	95
St. Catherine's Point to Start Point	1	1	—	21	22	1	4	6	11	—	6	12	18	—	3	10	39	52
Start Point to Land's End	1	1	2	11	14	—	4	18	22	—	5	22	27	—	2	11	51	64
Land's End to Hartland Point (including Scilly Isles).	—	2	2	4	8	—	2	3	5	—	5	24	29	—	2	9	31	42
Hartland Point to St. David's Head	—	4	7	25	36	4	13	38	55	1	11	41	53	—	9	31	104	144
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	2	8	14	24	1	4	15	20	—	3	24	27	—	3	15	53	71
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	4	16	9	67	92	6	5	40	51	1	13	42	56	—	27	27	149	203
Cape Wrath to Buchanness	1	6	6	14	26	—	—	—	—	—	7	7	14	—	7	13	21	41
Buchanness to Fern Islands	—	3	1	8	12	—	—	7	7	—	4	8	12	—	3	5	23	31
All other parts of the Coast	1	5	11	15	31	—	5	8	13	1	5	21	27	—	7	21	44	72
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	5	5	—	—	5
Total on or near the Coasts of the United Kingdom	12	49	83	230	362	26	122	253	401	3	84	311	398	5	95	289	794	1,178
On or near the Coasts of British Possessions Abroad	—	10	5	7	22	—	1	8	9	—	—	7	7	—	10	6	22	38
On or near the Coasts of Foreign Countries	—	16	12	18	46	1	6	15	22	1	5	10	16	—	18	23	43	84
In Oceans and Seas	16	1	—	—	1	—	6	5	11	9	119	200	328	18	44	125	205	374
Total Abroad	16	27	17	25	69	1	13	28	42	10	124	217	351	18	72	154	270	496
GRAND TOTAL	28	76	100	255	431	27	135	281	443	13	208	528	749	23	167	443	1,064	1,674

(b.) Steam Vessels.

Localities.	Foundered.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head	—	2	16	8	26	2	7	21	30	1	18	10	29	—	5	41	39	85
Flamborough Head to North Foreland	—	2	14	42	58	5	37	85	127	—	22	27	49	—	7	73	154	234
North Foreland to St. Catherine's Point	—	1	3	11	15	1	14	18	33	—	14	12	26	—	2	31	41	74
St. Catherine's Point to Start Point	—	—	2	4	6	—	1	5	6	—	12	6	18	—	—	15	15	30
Start Point to Land's End	—	1	2	—	3	—	1	5	6	—	12	5	17	—	1	15	10	26
Land's End to Hartland Point (including Scilly Isles).	—	1	1	3	5	2	2	5	9	—	12	12	24	—	3	15	20	38
Hartland Point to St. David's Head	—	3	16	33	52	—	25	33	58	2	23	26	51	—	5	64	92	161
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	1	7	—	8	—	1	1	2	—	8	10	18	—	1	16	11	28
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	1	2	29	42	73	—	14	21	35	—	25	26	51	—	3	68	89	160
Cape Wrath to Buchanness	—	—	3	4	7	—	—	1	1	—	3	3	6	—	—	6	8	14
Buchanness to Fern Islands	1	1	9	21	31	1	1	8	10	1	2	11	14	—	4	12	40	56
All other parts of the Coast	—	7	11	12	30	1	1	6	8	—	15	20	35	—	8	27	38	73
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	2	21	113	180	314	12	104	209	325	4	166	168	338	—	39	383	557	979
On or near the Coasts of British Possessions Abroad	—	6	16	17	39	—	—	17	17	—	4	5	9	—	6	20	39	65
On or near the Coasts of Foreign Countries	1	27	151	184	362	3	46	73	122	2	34	50	86	—	33	231	307	571
In Oceans and Seas	3	—	—	1	1	3	23	37	63	5	273	340	618	3	14	296	378	688
Total Abroad	4	33	167	202	402	6	69	127	202	7	311	395	713	3	53	547	724	1,324
GRAND TOTAL	6	54	280	382	716	18	173	336	527	11	477	563	1,051	3	92	930	1,281	2,303

(c.) Total.

Localities.	Foundered.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head	—	3	22	16	41	5	12	25	42	1	22	29	52	—	9	56	70	135
Flamborough Head to North Foreland	—	8	37	66	111	13	102	186	301	—	38	92	130	—	21	177	344	542
North Foreland to St. Catherine's Point	4	3	11	30	44	4	29	31	64	—	19	38	57	—	11	59	99	169
St. Catherine's Point to Start Point	1	1	2	25	28	1	5	11	17	—	18	18	36	—	3	25	54	82
Start Point to Land's End	1	2	4	11	17	—	5	23	28	—	17	27	44	—	3	26	61	90
Land's End to Hartland Point (including Scilly Isles).	—	3	3	7	13	2	4	8	14		17	36	53	—	5	24	51	80
Hartland Point to St. David's Head	—	7	23	58	88	4	38	71	113	3	34	67	104	—	14	95	196	305
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	3	15	14	32	1	5	16	22	—	11	34	45	—	4	31	64	99
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	5	18	38	109	165	6	19	61	86	1	38	68	107	—	30	95	238	363
Cape Wrath to Buchanness	1	6	9	18	33	—	—	1	1	—	10	10	20	—	7	19	29	55
Buchanness to Fern Islands	1	4	10	29	43	1	1	15	17	1	6	19	26	—	7	17	63	87
All other parts of the Coast	1	12	22	27	61	1	6	14	21	1	20	41	62	—	15	48	82	145
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	5	5	—	—	5
Total on or near the Coasts of the United Kingdom	14	70	196	410	676	38	226	462	726	7	250	479	736	5	134	672	1,351	2,157
On or near the Coasts of British Possessions Abroad	—	16	21	24	61	—	1	25	26	—	4	12	16	—	16	26	61	103
On or near the Coasts of Foreign Countries	1	43	163	202	408	4	52	88	144	3	39	60	102	—	51	254	350	655
In Oceans and Seas	19	1	—	1	2	3	29	42	74	14	392	540	946	21	58	421	583	1,062
Total Abroad	20	60	184	227	471	7	82	155	244	17	435	612	1,064	21	125	701	994	1,820
GRAND TOTAL	34	130	380	637	1,147	45	308	617	970	24	685	1,091	1,800	26	259	1,373	2,345	3,977

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 11. **Classification.*—Total Losses only:**—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties, and whether the Vessels were CLASSED* or UNCLASSED.*

Nature of the Casualties.	Classed Vessels.*		Unclassed Vessels.*		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	(a.) Sailing Vessels.					
Founderings	15	9,495	13	2,583	28	12,078
Strandings	32	26,282	44	3,819	76	30,101
Collisions	7	2,513	20	1,868	27	4,381
Other Causes	10	12,534	3	164	13	12,698
Missing Vessels	18	19,204	5	463	23	19,667
TOTAL	82	70,028	85	8,897	167	78,925
	(b.) Steam Vessels.					
Founderings	2	2,532	4	870	6	3,402
Strandings	36	36,681	18	10,195	54	46,876
Collisions	16	11,146	2	1,378	18	12,524
Other Causes	6	4,490	5	160	11	4,650
Missing Vessels	1	628	2	5,077	3	5,705
TOTAL	61	55,477	31	17,680	92	73,157
	(c.) Total.					
Founderings	17	12,027	17	3,453	34	15,480
Strandings	68	62,963	62	14,014	130	76,977
Collisions	23	13,659	22	3,246	45	16,905
Other Causes	16	17,024	8	324	24	17,348
Missing Vessels	19	19,832	7	5,540	26	25,372
TOTAL	143	125,505	116	26,577	259	152,082

* By "classed" vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassed" division probably includes a number of vessels which were classed in some of the smaller registries.

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 12. **Seamen and Passengers Lost.—Totals—Home and Foreign Trades:—** Statement showing the Number of Lives Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the Lives Lost in Vessels in the Home Trade from those Lost in Vessels in the Foreign Trade.

(a.) Lives Lost in Vessels Totally Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(1.) HOME TRADE.															
Founderings	4	2,198	21	2	23	1	29	2	—	2	5	2,227	23	2	25
Strandings	3	245	8	—	8	1	315	1	—	1	4	560	9	—	9
Collisions	6	528	15	—	15	1	659	—	1	1	7	1,187	15	1	16
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	5	391	20	1	21	—	—	—	—	—	5	391	20	1	21
TOTAL	18	3,362	64	3	67	3	1,003	3	1	4	21	4,365	67	4	71
(2.) FOREIGN TRADE.															
Founderings	3	921	21	—	21	—	—	—	—	—	3	921	21	—	21
Strandings	5	6,604	31	2	33	7	11,917	248*	70	318*	12	18,521	279*	72	351*
Collisions	—	—	—	—	—	2	1,552	18	8	26	2	1,552	18	8	26
Other Causes	3	4,723	22	—	22	1	816	1	—	1	4	5,539	23	—	23
Missing Vessels	18	19,276	340	9	349	3	5,705	115	3	118	21	24,981	455	12	467
TOTAL	29	31,524	414	11	425	13	19,990	382*	81	463*	42	51,514	796*	92	888*
(3.) TOTAL.															
Founderings	7	3,119	42	2	44	1	29	2	—	2	8	3,148	44	2	46
Strandings	8	6,849	39	2	41	8	12,232	249*	70	319*	16	19,081	288	72	360
Collisions	6	528	15	—	15	3	2,211	18	9	27	9	2,739	33	9	42
Other Causes	3	4,723	22	—	22	1	816	1	—	1	4	5,539	23	—	23
Missing Vessels	23	19,667	360	10	370	3	5,705	115	3	118	26	25,372	475	13	488
TOTAL	47	34,886	478	14	492	16	20,993	385*	82	467*	63	55,879	863	96	959

(b.) Lives Lost in Vessels Partially Lost.

(1.) HOME TRADE.															
Strandings	—	—	—	—	—	1	416	1	—	1	1	416	1	—	1
Collisions	1	50	1	—	1	—	—	—	—	—	1	50	1	—	1
Other Causes	8	668	12	—	12	—	—	—	—	—	8	668	12	—	12
TOTAL	9	718	13	—	13	1	416	1	—	1	10	1,134	14	—	14
(2.) FOREIGN TRADE.															
Strandings	—	—	—	—	—	1	498	1	—	1	1	498	1	—	1
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	26	32,149	37	—	37	26	38,749	37	5	42	52	70,898	74	5	79
TOTAL	26	32,149	37	—	37	27	39,247	38	5	43	53	71,396	75	5	80
(3.) TOTAL.															
Strandings	—	—	—	—	—	2	914	2	—	2	2	914	2	—	2
Collisions	1	50	1	—	1	—	—	—	—	—	1	50	1	—	1
Other Causes	34	32,817	49	—	49	26	38,749	37	5	42	60	71,566	86	5	91
TOTAL	35	32,867	50	—	50	28	39,663	39	5	44	63	72,530	89	5	94

(c.) Total.

(1.) HOME TRADE.															
Founderings	4	2,198	21	2	23	1	29	2	—	2	5	2,227	23	2	25
Strandings	3	245	8	—	8	2	731	2	—	2	5	976	10	—	10
Collisions	7	578	16	—	16	1	659	—	1	1	8	1,237	16	1	17
Other Causes	8	668	12	—	12	—	—	—	—	—	8	668	12	—	12
Missing Vessels	5	391	20	1	21	—	—	—	—	—	5	391	20	1	21
TOTAL	27	4,080	77	3	80	4	1,419	4	1	5	31	5,499	81	4	85
(2.) FOREIGN TRADE.															
Founderings	3	921	21	—	21	—	—	—	—	—	3	921	21	—	21
Strandings	5	6,604	31	2	33	8	12,415	249*	70	319*	13	19,019	280*	72	352*
Collisions	—	—	—	—	—	2	1,552	18	8	26	2	1,552	18	8	26
Other Causes	29	36,872	59	—	59	27	39,565	38	5	43	56	76,437	97	5	102
Missing Vessels	18	19,276	340	9	349	3	5,705	115	3	118	21	24,981	455	12	467
TOTAL	55	63,673	451	11	462	40	59,237	420*	86	506*	95	122,910	871*	97	968*
(3.) TOTAL.															
Founderings	7	3,119	42	2	44	1	29	2	—	2	8	3,148	44	2	46
Strandings	8	6,849	39	2	41	10	13,146	251*	70	321*	18	19,995	290*	72	362*
Collisions	7	578	16	—	16	3	2,211	18	9	27	10	2,789	34	9	43
Other Causes	37	37,540	71	—	71	27	39,565	38	5	43	64	77,105	109	5	114
Missing Vessels	23	19,667	360	10	370	3	5,705	115	3	118	26	25,372	475	13	488
TOTAL	82	67,753	528	14	542	44	60,656	424*	87	511*	126	128,409	952*	101	1,053*

* Includes 132 Lascars.

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 13. **Seamen Lost.—Cargoes:**—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when the Lives were Lost.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Cargoes.	Founderings. Total Losses.		Strandings. Total Losses.		Strandings. Partial Losses.		Strandings. Total.		Collisions. Total Losses.		Collisions. Partial Losses.		Collisions. Total.		Other Causes. Total Losses.		Other Causes. Partial Losses.		Other Causes. Total.		Missing Vessels.		Total. Total Losses.		Total. Partial Losses.		Total. Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Ballast	1	13	1	6	—	—	1	6	—	—	—	—	—	—	—	—	1	1	1	1	1	33	3	52	1	1	4	53
Timber	1	6	1	12	—	—	1	12	—	—	—	—	—	—	—	—	2	6	2	6	1	9	3	27	2	6	5	33
Grain	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	7	7	8	9	4	92	5	94	7	7	12	101
Coal	1	2	2	2	—	—	2	2	—	—	—	—	—	—	1	11	5	5	6	16	14	177	18	192	5	5	23	197
Metallic Ores, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	2	6	2	7	—	—	2	7	6	15	—	—	6	15	—	—	3	11	3	11	—	—	10	28	3	11	13	39
Salt, Soda, Potash, &c.	—	—	2	12	—	—	2	12	—	—	—	—	—	—	—	—	—	—	—	—	1	10	3	22	—	—	3	22
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	8	6	8	1	14	1	14	6	8	7	22
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	—	—	—	—	—	—	1	1	1	1
Sugar, Molasses, &c.	1	13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	1	25	2	38	1	1	3	39
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	4	4	—	—	—	—	4	4	4	4
Explosive Oils	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	9	1	2	2	11	—	—	1	9	1	2	2	11
Various	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	1	2	1	1	2	3
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
TOTAL	7	42	8	39	—	—	8	39	6	15	1	1	7	16	3	22	34	49	37	71	23	360	47	478	35	50	82	528

(b.) Lives Lost in Steam Vessels.

Cargoes.	Founderings. Total Losses.		Strandings. Total Losses.		Strandings. Partial Losses.		Strandings. Total.		Collisions. Total Losses.		Collisions. Partial Losses.		Collisions. Total.		Other Causes. Total Losses.		Other Causes. Partial Losses.		Other Causes. Total.		Missing Vessels.		Total. Total Losses.		Total. Partial Losses.		Total. Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Ballast	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	—	—	—	—	2	2	2	2
Timber	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
Grain	—	—	1	23	—	—	1	23	—	—	—	—	—	—	—	—	4	5	4	5	1	26	2	49	4	5	6	54
Coal	—	—	—	—	2	2	2	2	—	—	—	—	—	—	1	1	4	4	5	5	1	15	2	16	6	6	8	22
Metallic Ores, &c.	—	—	1	7	—	—	1	7	2	18	—	—	2	18	—	—	2	2	2	2	—	—	3	25	2	2	5	27
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	—	—	—	—	2	2	2	2
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
Cotton, Wool, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	1	3	—	—	—	—	1	3	1	3
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General	—	—	5	219	—	—	5	219	—	—	—	—	—	—	—	—	7	14	7	14	1	74	6	293	7	14	13	307
Explosive Oils	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	1	2	—	—	—	—	1	2	1	2
Various	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	1	2	1	1	2	3
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	1	2	7	249	2	2	9	251	2	18	—	—	2	18	1	1	26	37	27	38	3	115	14	385	28	39	42	424

(c.) Total.

Cargoes.	Founderings. Total Losses.		Strandings. Total Losses.		Strandings. Partial Losses.		Strandings. Total.		Collisions. Total Losses.		Collisions. Partial Losses.		Collisions. Total.		Other Causes. Total Losses.		Other Causes. Partial Losses.		Other Causes. Total.		Missing Vessels.		Total. Total Losses.		Total. Partial Losses.		Total. Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Ballast	1	13	1	6	—	—	1	6	—	—	—	—	—	—	—	—	3	3	3	3	1	33	3	52	3	3	6	55
Timber	1	6	1	12	—	—	1	12	—	—	—	—	—	—	—	—	3	7	3	7	1	9	3	27	3	7	6	34
Grain	—	—	1	23	—	—	1	23	—	—	—	—	—	—	1	2	11	12	12	14	5	118	7	143	11	12	18	155
Coal	1	2	2	2	2	2	4	4	—	—	—	—	—	—	2	12	9	9	11	21	15	192	20	208	11	11	31	219
Metallic Ores, &c.	—	—	1	7	—	—	1	7	2	18	—	—	2	18	—	—	3	3	3	3	—	—	3	25	3	3	6	28
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	2	6	2	7	—	—	2	7	6	15	—	—	6	15	—	—	3	11	3	11	—	—	10	28	3	11	13	
Salt, Soda, Potash, &c.	—	—	2	12	—	—	2	12	—	—	—	—	—	—	—	—	—	—	—	—	1	10	3	22	—	—	3	22
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	10	8	10	1	14	1	14	8	10	9	24
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	—	—	—	—	—	—	1	1	1	1
Sugar, Molasses, &c.	1	13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	1	25	2	38	1	1	3	39
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
Cotton, Wool, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	4	2	4	—	—	—	—	2	4	2	4
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General	—	—	5	219	—	—	5	219	—	—	—	—	—	—	—	—	11	18	11	18	1	74	6	293	11	18	17	311
Explosive Oils	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	9	2	4	3	13	—	—	1	9	2	4	3	13
Various	2	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	—	—	2	4	2	2	4	6
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
TOTAL	8	44	15	288	2	2	17	290	8	33	1	1	9	34	4	23	60	86	64	169	26	475	61	863	63	89	124	952

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 14. **Seamen Lost.—Tonnages:**—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Tonnages.	Foun-derings.		Strandings.						Collisions.						Other Causes.						Missing Vessels.		Total.					
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.				Total Losses.		Partial Losses.		Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Under 50 tons -	1	3	—	—	—	—	—	—	2	3	—	—	2	3	—	—	3	3	3	3	—	—	3	6	3	3	6	9
50 & under 100 tons	2	5	3	8	—	—	3	8	2	5	1	1	3	6	—	—	4	8	4	8	6	25	13	43	5	9	18	52
100 „ 200 „	—	—	—	—	—	—	—	—	2	7	—	—	2	7	—	—	1	1	1	1	1	10	3	17	1	1	4	18
200 „ 300 „	2	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	-	-	2	8	1	1	3	9
300 „ 400 „	1	13	1	1	—	—	1	1	—	—	—	—	—	—	—	—	1	1	1	1	3	29	5	43	1	1	6	44
400 „ 500 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	14	1	14	—	—	1	14
500 „ 600 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	1	2	1	14	1	14	1	2	2	16
600 „ 700 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
700 „ 800 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	5	5	5	—	—	—	—	5	5	5	5
800 „ 1,000 „	—	-	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	3	11	1	16	2	25	2	2	4	27
1,000 „ 1,200 „	—	—	-	-	—	—	—	—	—	—	—	—	—	—	—	—	-	4	4	4	3	61	3	61	4	4	7	65
1,200 „ 1,500 „	—	—	2	21	—	—	2	21	-	—	—	—	—	—	—	—	4	5	4	5	3	73	5	94	4	5	9	99
1,500 „ 2,000 „	—	—	2	9	—	—	2	9	—	—	—	—	—	—	1	2	4	5	5	7	1	27	4	38	4	5	8	43
2,000 „ 2,500 „	1	13	—	—	—	—	—	-	—	—	—	—	—	—	1	11	3	11	4	22	3	91	5	115	3	11	8	126
2,500 „ 3,000 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL -	7	42	8	39	—	—	8	39	6	15	1	1	7	16	3	22	34	49	37	71	23	360	47	478	35	50	82	528

(b.) Lives Lost in Steam Vessels.

Under 50 tons -	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	—	1	2
50 & under 100 tons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
100 „ 200 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
200 „ 300 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
300 „ 400 „	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1
400 „ 500 „	—	—	—	—	2	2	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2
500 „ 600 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
600 „ 700 „	—	—	—	—	—	—	—	—	1	2	—	—	1	2	—	—	—	—	—	—	1	15	2	17	—	—	2	17
700 „ 800 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
800 „ 1,000 „	—	—	1	7	—	—	1	7	1	16	—	—	1	16	1	1	3	3	-	4	1	26	4	50	3	3	7	53
1,000 „ 1,200 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	—	—	—	—	2	2	2	2
1,200 „ 1,500 „	—	-	2	50	—	-	2	50	—	—	—	—	—	—	—	—	6	8	6	8	—	—	2	50	6	8	8	58
1,500 „ 2,000 „	—	—	1	114	—	—	1	114	—	—	—	—	—	—	—	—	9	11	9	11	—	—	1	114	9	11	10	125
2,000 „ 2,500 „	—	—	2	77	—		2	77	—	—	—	—	—	—	—	—	2	3	2	3	—	—	2	77	2	3	4	80
2,500 „ 3,000 „	—	—	—	—	—	-	-		—	—	—	—	—	—	—	—	2	8	2	8	—	—	—	—	2	8	2	8
3,000 tons and above	—	—	—	—	—	—	-		—	—	—	—	—	—	—	—	—	—	—	—	1	74	1	74	—	—	1	74
TOTAL -	1	2	7	249	2	2	9	251	2	18	—	-	2	18	1	1	26	37	27	38	3	115	14	385	28	39	42	424

(c.) Total.

Under 50 tons -	2	5	—	—	—	—	—	—	2	3	—	-	2	3	—	—	3	3	3	3	—	—	4	8	3	3	7	11
50 & under 100 tons	2	5	3	8	—	—	3	8	2	5	1	1	3	6	—	—	4	8	4	8	6	25	13	43	5	9	18	52
100 „ 200 „	—	—	—	—	—	—	—	—	2	7	—	—	2	7	—	—	1	1	1	1	1	10	3	17	1	1	4	18
200 „ 300 „	2	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	—	—	2	8	2	2	4	10
300 „ 400 „	1	13	2	2	—	—	2	2	—	—	—	—	—	—	—	—	1	1	1	1	3	29	6	44	1	1	7	45
400 „ 500 „	—	—	—	—	2	2	2	2	—	—	—	—	—	—	—	—	—	—	—	—	1	14	1	14	2	2	3	16
500 „ 600 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	3	2	3	1	14	1	14	2	3	3	17
600 „ 700 „	—	—	—	—	—	—	—	—	1	2	—	—	1	2	—	—	—	—	—	—	1	15	2	17	—	—	2	17
700 „ 800 „	—	—	—	—	—	—	—	-	—	—	—	—	—	—	—	—	5	5	5	5	—	—	—	—	5	5	5	5
800 „ 1,000 „	—	—	1	7	—	—	1	7	1	16	—	—	1	16	2	10	5	5	7	15	2	42	6	75	5	5	11	80
1,000 „ 1,200 „	—	—	-	-	—	—	—	—	—	—	—	—	—	—	—	—	6	6	6	6	3	61	3	61	6	6	9	67
1,200 „ 1,500 „	—	—	4	71	—	—	4	71	—	—	—	—	—	—	—	—	10	13	10	13	3	73	7	144	10	13	17	157
1,500 „ 2,000 „	—	—	3	123	—	—	3	123	—	—	—	—	—	—	1	2	13	16	14	18	1	27	5	152	13	16	18	168
2,000 „ 2,500 „	1	13	2	77	—	—	2	77	—	—	—	—	—	—	1	11	5	14	6	25	3	91	7	192	5	14	12	206
2,500 „ 3,000 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	9	3	9	—	—	—	—	3	9	3	9
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	74	1	74	—	—	1	74
TOTAL -	8	44	15	288	2	2	17	290	8	33	1	1	9	34	4	23	60	86	64	109	26	475	61	863	63	89	124	952

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 15. **Seamen Lost.—Ages of the Vessels:**—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties, and the AGES OF THE VESSELS.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Ages.	Founderings.		Strandings.						Collisions.						Other Causes.						Missing Vessels.		Total.					
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.				Total Losses.		Partial Losses.		Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Under 3 years -	1	13	—	—	—	—	—	—	—	—	—	—	—	—	1	11	2	2	3	13	4	89	6	113	2	2	8	115
3 & not exceeding 7	—	—	1	9	—	—	1	9	1	6	1	1	2	7	1	2	6	15	7	17	1	30	4	47	7	16	11	63
8 „ „ 10	—	—	1	6	—	—	1	6	—	—	—	—	—	—	1	9	4	4	5	13	—	—	2	15	4	4	6	19
11 „ „ 14	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	1	4	1	4	3	57	4	58	1	4	5	62
15 „ „ 20	2	5	2	4	—	—	2	4	3	4	—	—	3	4	—	—	7	8	7	8	3	49	10	62	7	8	17	70
21 „ „ 30	2	19	3	19	—	—	3	19	—	—	—	—	—	—	—	—	11	13	11	13	9	117	14	155	11	13	25	168
31 „ „ 40	2	5	—	—	—	—	—	—	1	3	—	—	1	3	—	—	1	1	1	1	1	4	4	12	1	1	5	13
41 „ „ 50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	2	14	2	14	1	1	3	15
51 „ „ 60	—	—	—	—	—	—	—	—	1	2	—	—	1	2	—	—	—	—	—	—	—	—	1	2	—	—	1	2
61 „ „ 70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 „ „ 80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 „ „ 90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 „ „ 100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown - -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
TOTAL - -	7	42	8	39	—	—	8	39	6	15	1	1	7	16	3	22	34	49	37	71	23	360	47	478	35	50	82	528

(b.) Lives Lost in Steam Vessels.

Under 3 years -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	6	5	6	1	74	1	74	5	6	6	80
3 & not exceeding 7	—	—	2	37	—	—	2	37	—	—	—	—	—	—	—	—	6	9	6	9	—	—	2	37	6	9	8	46
8 „ „ 10	—	—	1	7	—	—	1	7	—	—	—	—	—	—	—	—	7	8	7	8	—	—	1	7	7	8	8	15
11 „ „ 14	—	—	1	63	1	1	2	64	1	16	—	—	1	16	—	—	3	9	3	9	—	—	2	79	4	10	6	89
15 „ „ 20	—	—	2	115	—	—	2	115	1	2	—	—	1	2	1	1	3	3	4	4	1	15	5	133	3	3	8	136
21 „ „ 30	1	2	1	27	1	1	2	28	—	—	—	—	—	—	—	—	2	2	2	2	1	26	3	55	3	3	6	58
31 „ „ 40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
41 „ „ 50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51 „ „ 60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 „ „ 70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 „ „ 80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 „ „ 90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 „ „ 100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown - -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL - -	1	2	7	249	2	2	9	251	2	18	—	—	2	18	1	1	26	37	27	38	3	115	14	385	28	39	42	424

(c.) Total.

Under 3 years -	1	13	—	—	—	—	—	—	—	—	—	—	—	—	1	11	7	8	8	19	5	163	7	187	7	8	14	195
3 & not exceeding 7	—	—	3	46	—	—	3	46	1	6	1	1	2	7	1	2	12	24	13	26	1	30	6	84	13	25	19	109
8 „ „ 10	—	—	2	13	—	—	2	13	—	—	—	—	—	—	1	9	11	12	12	21	—	—	3	22	11	12	14	34
11 „ „ 14	—	—	2	64	1	1	3	65	1	16	—	—	1	16	—	—	4	13	4	13	3	57	6	137	5	14	11	151
15 „ „ 20	2	5	4	119	—	—	4	119	4	6	—	—	4	6	1	1	10	11	11	12	4	64	15	195	10	11	25	206
21 „ „ 30	3	21	4	46	1	1	5	47	—	—	—	—	—	—	—	—	13	15	13	15	10	143	17	210	14	16	31	226
31 „ „ 40	2	5	—	—	—	—	—	—	1	3	—	—	1	3	—	—	1	1	1	1	1	4	4	12	1	1	5	13
41 „ „ 50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	2	14	2	14	1	1	3	15
51 „ „ 60	—	—	—	—	—	—	—	—	1	2	—	—	1	2	—	—	—	—	—	—	—	—	1	2	—	—	1	2
61 „ „ 70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 „ „ 80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 „ „ 90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 „ „ 100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown - -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
TOTAL - -	8	44	15	288	2	2	17	290	8	33	1	1	9	34	4	23	60	86	64	109	26	475	61	863	63	89	124	952

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 16. **Seamen Lost.—Localities:**—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Foundrings.		Strandings.						Collisions.						Other Causes.						Missing Vessels.		Total.					
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.				Total Losses.		Partial Losses.		Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Fern Islands to Flamborough Head.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Foreland.	—	—	—	—	—	—	—	—	3	6	1	1	4	7	—	—	1	2	1	2	—	—	3	6	2	3	5	9
North Foreland to St. Catherine's Point.	1	3	—	—	—	—	—	—	1	6	—	—	1	6	—	—	2	5	2	5	—	—	2	9	2	5	4	14
St. Catherine's Point to Start Point.	—	—	—	—	—	—	—	—	1	1	—	—	1	1	—	—	1	1	1	1	—	—	1	1	1	1	2	2
Start Point to Land's End.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
Hartland Point to St. David's Head.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	2	16	1	6	—	—	1	6	1	2	—	—	1	2	—	—	1	1	1	1	—	—	4	24	1	1	5	25
Cape Wrath to Buchanness.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
Buchanness to Fern Islands.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast.	1	2	1	1	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	3	—	—	2	3
At Sea - -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	20	5	20	—	—	5	20
TOTAL on or near the COASTS of the UNITED KINGDOM -	4	21	3	8	—	—	3	8	6	15	1	1	7	16	—	—	8	12	8	12	5	20	18	64	9	13	27	77
On or near the Coasts of British Possessions Abroad.	—	—	4	30	—	—	4	30	—	—	—	—	—	—	—	—	1	1	1	1	—	—	4	30	1	1	5	31
On or near the Coasts of Foreign Countries.	—	—	1	1	—	—	1	1	—	—	—	—	—	—	1	9	—	—	1	9	—	—	2	10	—	—	2	10
In Oceans and Seas	3	21	—	—	—	—	—	—	—	—	—	—	—	—	2	13	25	36	27	49	13	340	23	374	25	36	48	410
TOTAL ABROAD -	3	21	5	31	—	—	5	31	—	—	—	—	—	—	3	22	26	37	29	59	13	340	29	414	26	37	55	451
GRAND TOTAL -	7	42	8	39	—	—	8	39	6	15	1	1	7	16	3	22	34	49	37	71	23	360	47	478	35	50	82	528

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

Table 16. Seamen Lost.—Localities—*continued.*

(b.) Lives Lost in Steam Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Foun-derings.		Strandings.						Collisions.						Other Causes.						Missing Vessels.		Total.					
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.				Total Losses.		Partial Losses.		Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Fern Islands to Flamborough Head.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Foreland.	—	—	1	7	—	—	1	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	7	—	—	1	7
North Foreland to St. Catherine's Point.	—	—	—	—	—	—	—	—	1	2	—	—	1	2	—	—	—	—	—	—	—	—	1	2	—	—	1	2
St. Catherine's Point to Start Point.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End.	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1
Land's End to Hartland Point (including Scilly).	—	—	—	—	—	—	—	—	1	16	—	—	1	16	—	—	—	—	—	—	—	—	1	16	—	—	1	16
Hartland Point to St. David's Head.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	1	2	1	1	2	3
Cape Wrath to Buchanness.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	1	2		—	—	—	1	2	1	2
At Sea - -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom -	1	2	2	8	—	—	2	8	2	18	—	—	2	18	—	—	2	3	2	3	—	—	5	28	2	3	7	31
On or near the Coasts of British Possessions Abroad.	—	—	1	14	—	—	1	14	—	—	—	—	—	—	—	—	1	1	1	1	—	—	1	14	1	1	2	15
On or near the Coasts of Foreign Countries.	—	—	4	227	2	2	6	229	—	—	—	—	—	—	—	—	2	2	2	2	—	—	4	227	4	4	8	231
In Oceans and Seas	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	21	31	22	32	3	115	4	116	21	31	25	147
Total Abroad -	—	—	5	241	2	2	7	243	—	—	—	—	—	—	1	1	24	34	25	35	3	115	9	357	26	36	35	393
Grand Total -	1	2	7	249	2	2	9	251	2	18	—	—	2	18	1	1	26	37	27	38	3	115	14	385	28	39	42	424

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

Table 16. Seamen Lost.—Localities—*continued.*

(c.) Total.—Lives Lost in Sailing and Steam Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Foun-derings.		Strandings.						Collisions.						Other causes.						Missing Vessels.		Total.					
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.				Total Losses.		Partial Losses.		Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Fern Islands to Flamborough Head.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Foreland.	—	—	1	7	—	—	1	7	3	6	1	1	4	7	—	—	1	2	1	2	—	—	4	13	2	3	6	16
North Foreland to St. Catherine's Point.	1	3	—	—	—	—	—	—	2	8	—	—	2	8	—	—	2	5	2	5	—	—	3	11	2	5	5	16
St. Catherine's Point to Start Point.	—	—	—	—	—	—	—	—	1	1	—	—	1	1	—	—	1	1	1	1	—	—	1	1	1	1	2	2
Start Point to Land's End.	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1
Land's End to Hartland Point (including Scilly).	—	—	—	—	—	—	—	—	1	16	—	—	1	16	—	—	1	1	1	1	—	—	1	16	1	1	2	17
Hartland Point to St. David's Head.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	18	1	6	—	—	1	6	1	2	—	—	1	2	—	—	2	2	2	2	—	—	5	26	2	2	7	28
Cape Wrath to Buchanness.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
Buchanness to Fern Islands.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast.	1	2	1	1	—	—	1	1	—	—	—	—	—	—	—	—	1	2	1	2	—	—	2	3	1	2	3	5
At Sea - -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	20	5	20	—	—	5	20
TOTAL on or near the COASTS of the UNITED KINGDOM -	5	23	5	16	—	—	5	16	8	33	1	1	9	34	—	—	10	15	10	15	5	20	23	92	11	16	34	108
On or near the Coasts of British Possessions Abroad.	—	—	5	44	—	—	5	44	—	—	—	—	—	—	—	—	2	2	2	2	—	—	5	44	2	2	7	46
On or near the Coasts of Foreign Countries	—	—	5	228	2	2	7	230	—	—	—	—	—	—	1	9	2	2	3	11	—	—	6	237	4	4	10	241
In Oceans and Seas	3	21	—	—	—	—	—	—	—	—	—	—	—	—	3	14	46	67	49	81	21	455	27	490	46	67	73	557
TOTAL ABROAD -	3	21	10	272	2	2	12	274	—	—	—	—	—	—	4	23	50	71	54	94	21	455	38	771	52	73	90	844
GRAND TOTAL -	8	44	15	288	2	2	17	290	8	33	1	1	9	34	4	23	60	83	64	109	26	475	61	863	63	89	124	952

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 17. **Seamen and Passengers Lost. Classification:***—Statement showing the Number of Lives Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the Lives Lost in Classed* Vessels from those Lost in Unclassed* Vessels.

(a.) Lives Lost in Vessels Totally Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Classed.*				Unclassed.*				Total.			
	Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
(1.) Lives Lost in Sailing Vessels.												
Founderings	3	28	2	30	4	14	—	14	7	42	2	44
Strandings	6	37	2	39	2	2	—	2	8	39	2	41
Collisions	1	6	—	6	5	9	—	9	6	15	—	15
Other Causes	3	22	—	22	—	—	—	—	3	22	—	22
Missing Vessels	18	335	9	344	5	25	1	26	23	360	10	370
TOTAL	31	428	13	441	16	50	1	51	47	478	14	492
(2.) Lives Lost in Steam Vessels.												
Founderings	—	—	—	—	1	2	—	2	1	2	—	2
Strandings	4	31	1	32	4	218	69	287	8	249	70	319
Collisions	3	18	9	27	—	—	—	—	3	18	9	27
Other Causes	1	1	—	1	—	—	—	—	1	1	—	1
Missing Vessels	1	15	—	15	2	100	3	103	3	115	3	118
TOTAL	9	65	10	75	7	320	72	392	16	385	82	467
(3.) Total.												
Founderings	3	28	2	30	5	16	—	16	8	44	2	46
Strandings	10	68	3	71	6	220	69	289	16	288	72	360
Collisions	4	24	9	33	5	9	—	9	9	33	9	42
Other Causes	4	23	—	23	—	—	—	—	4	23	—	23
Missing Vessels	19	350	9	359	7	125	4	129	26	475	13	488
TOTAL	40	493	23	516	23	370	73	443	63	863	96	959

(b.) Lives Lost in Vessels Partially Lost.

(1.) Lives Lost in Sailing Vessels.												
Strandings	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	1	1	—	1	1	1	—	1
Other Causes	28	40	—	40	6	9	—	9	34	49	—	49
TOTAL	28	40	—	40	7	10	—	10	35	50	—	50
(2.) Lives Lost in Steam Vessels.												
Strandings	2	2	—	2	—	—	—	—	2	2	—	2
Collisions	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	23	27	—	27	3	10	5	15	26	37	5	42
TOTAL	25	29	—	29	3	10	5	15	28	39	5	44
(3.) Total.												
Strandings	2	2	—	2	—	—	—	—	2	2	—	2
Collisions	—	—	—	—	1	1	—	1	1	1	—	1
Other Causes	51	67	—	67	9	19	5	24	60	86	5	91
TOTAL	53	69	—	69	10	20	5	25	63	89	5	94

(c.) Total.

(1.) Lives Lost in Sailing Vessels.												
Founderings	3	28	2	30	4	14	—	14	7	42	2	44
Strandings	6	37	2	39	2	2	—	2	8	39	2	41
Collisions	1	6	—	6	6	10	—	10	7	16	—	16
Other Causes	31	62	—	62	6	9	—	9	37	71	—	71
Missing Vessels	18	335	9	344	5	25	1	26	23	360	10	370
TOTAL	59	468	13	481	23	60	1	61	82	528	14	542
(2.) Lives Lost in Steam Vessels.												
Founderings	—	—	—	—	1	2	—	2	1	2	—	2
Strandings	6	33	1	34	4	218	69	287	10	251	70	321
Collisions	3	18	9	27	—	—	—	—	3	18	9	27
Other Causes	24	28	—	28	3	10	5	15	27	38	5	43
Missing Vessels	1	15	—	15	2	100	3	103	3	115	3	118
TOTAL	34	94	10	104	10	330	77	407	44	424	87	511
(3.) Total.												
Founderings	3	28	2	30	5	16	—	16	8	44	2	46
Strandings	12	70	3	73	6	220	69	289	18	290	72	362
Collisions	4	24	9	33	6	10	—	10	10	34	9	43
Other Causes	55	90	—	90	9	19	5	24	64	109	5	114
Missing Vessels	19	350	9	359	7	125	4	129	26	475	13	488
TOTAL	93	562	23	585	33	390	78	468	126	952	101	1,053

By "classed" vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassed" division probably includes a number of vessels classed in some of the smaller registries.

Deaths at Sea from all Causes in Merchant Vessels registered in the United Kingdom.

TABLE 18. **Deaths at Sea from all Causes. Grand Totals:**—Statement showing the Total Number of **Deaths at Sea in Vessels registered in the United Kingdom** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels) arising from :—

(1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom, or were reported from Abroad, during the year 1892–93 ;

(2.) Accidents other than Wreck reported during 1892–93 ;

(3.) Disease, Murder, Suicide, &c., reported during 1892–93 ;

distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passengers.	Crew.		Passengers.	Crew.		Passengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
(a.) Deaths in the Home Trade.									
Wrecks of and Casualties to the Vessels.	77	—	3	4	—	1	81	—	4
Accidents other than Wreck or Casualty.	28	—	—	12	—	2	40	—	2
Disease, Murder, Homicide, Suicide, and Unknown Causes.	3	—	1	5	—	9	8	—	10
TOTAL - - -	108	—	4	21	—	12	129	—	16
(b.) Deaths in the Foreign Trade.									
Wrecks of and Casualties to the Vessels.	451	—	11	288	132	86	739	132	97
Accidents other than Wreck or Casualty.	169	1	3	91	13	13	260	14	16
Disease, Murder, Homicide, Suicide, and Unknown Causes.	149	1	333	205	91	560	354	92	893
TOTAL - - -	769	2	347	584	236	659	1,353	238	1,006
(c) Total.									
Wrecks of and Casualties to the Vessels (*See* Tables 12–17).	528	—	14	292	132	87	820	132	101
Accidents other than Wreck or Casualty.	197	1	3	103	13	15	300	14	18
Disease, Murder, Homicide, Suicide, and Unknown Causes.	152	1	334	210	91	569	362	92	903
TOTAL - - -	877	2	351	605	236	671	1,482	238	1,022

PART II.

Tables relating to SEA CASUALTIES to, and LIVES LOST AT SEA from, MERCHANT VESSELS REGISTERED IN BRITISH POSSESSIONS ABROAD under the Merchant Shipping Acts, exclusive of Yachts and Fishing Vessels; with SUMMARIES of Parts I. and II.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 19. **Totals:**— Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	(a.) Sailing Vessels.							
Founderings	31	10,618	—	—	—	—	31	10,618
Strandings	127	21,459	84	22,452	39	15,062	250	58,973
Collisions	3	349	14	3,598	26	6,755	43	10,702
Other Causes	13	6,632	110	64,010	98	50,287	221	120,929
Missing Vessels	17	3,064	—	—	—	—	17	3,064
TOTAL	191	42,122	208	90,060	163	72,104	562	204,286
	(b.) Steam Vessels.							
Founderings	4	265	—	—	—	—	4	265
Strandings	8	1,166	18	6,549	26	10,318	52	18,033
Collisions	1	635	7	5,255	6	3,886	14	9,776
Other Causes	2	1,477	13	5,271	5	3,414	20	10,162
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	15	3,543	38	17,075	37	17,618	90	38,236
	(c.) Total.							
Founderings	35	10,883	—	—	—	—	35	10,883
Strandings	135	22,625	102	29,001	65	25,380	302	77,006
Collisions	4	984	21	8,853	32	10,641	57	20,478
Other Causes	15	8,109	123	69,281	103	53,701	241	131,091
Missing Vessels	17	3,064	—	—	—	—	17	3,064
TOTAL	206	45,665	246	107,135	200	89,722	652	242,522

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 20. **Cargoes:**—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Description of CARGOES carried by the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Cargoes.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Ballast	8	40	22	6	68	2	2	5	9	2	7	13	22	2	54	31	24	109
Timber	5	28	20	5	53	—	2	4	6	5	33	30	68	2	40	55	39	134
Grain	2	—	4	3	7	—	1	1	2	1	4	7	12	1	4	9	11	24
Coal	2	15	10	5	30	—	2	4	6	2	12	13	27	1	20	24	22	66
Metallic Ores, &c.	—	1	—	—	1	—	—	—	—	—	—	—	—	1	2	—	—	2
Machinery, Wrought Iron, &c.	2	—	—	1	1	—	—	—	—	—	—	—	—	—	2	—	1	3
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	1	3	5	3	11	—	3	3	6	—	6	5	11	—	4	14	11	29
Salt, Soda, Potash, &c.	1	4	1	2	7	—	—	—	—	—	7	4	11	3	8	8	6	22
Guano, &c.	1	2	3	1	6	—	—	1	1	—	1	1	2	—	3	4	3	10
Dung, &c.	—	1	—	—	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	1	6	3	1	10	—	2	—	2	—	17	8	25	—	7	22	9	38
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	2	1	2	5	—	—	—	—	—	1	1	2	—	2	2	3	7
Cotton, Wool, &c.	—	—	—	1	1	—	—	—	—	1	1	—	2	—	1	1	1	3
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	1	3	2	3	8	—	—	—	—	1	9	9	19	—	5	11	12	28
General	2	10	4	4	18	—	2	—	2	—	4	2	6	2	14	10	6	30
Explosive Oils	2	—	—	—	—	—	—	1	1	—	1	2	3	—	2	1	3	6
Various	—	7	6	1	14	—	—	1	1	1	3	2	6	—	8	9	4	21
Unknown	3	5	3	1	9	1	—	6	7	—	4	1	5	5	14	7	8	29
TOTAL	31	127	84	39	250	3	14	26	43	13	110	98	221	17	191	208	163	562

(b.) Steam Vessels.

Ballast	—	2	3	5	10	—	1	1	2	1	1	2	4	—	3	5	8	16
Timber	2	—	1	1	2	—	—	—	—	—	—	—	—	—	2	1	1	4
Grain	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	1	—	1
Coal	1	—	2	2	4	—	1	—	1	—	—	—	—	—	1	3	2	6
Metallic Ores, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	1	1
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	1	—	1	—	—	—	—	—	1	—	1	—	—	2	—	2
Cotton, Wool, &c.	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	1	—	1
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	1	1
General	1	6	10	12	28	1	4	3	8	1	7	1	9	—	9	21	16	46
Explosive Oils	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	1	1
Various	—	—	—	1	1	—	—	—	—	—	3	—	3	—	—	3	1	4
Unknown	—	—	—	4	4	—	1	2	3	—	—	—	—	—	—	1	6	7
TOTAL	4	8	18	26	52	1	7	6	14	2	13	5	20	—	15	38	37	90

(c.) Total.

Ballast	8	42	25	11	78	2	3	6	11	3	8	15	26	2	57	36	33	125
Timber	7	28	21	6	55	—	2	4	6	5	33	30	68	2	42	56	40	138
Grain	2	—	4	3	7	—	1	1	2	1	5	7	13	1	4	10	11	25
Coal	3	15	12	7	34	—	3	4	7	2	12	14	27	1	21	27	24	72
Metallic Ores, &c.	—	1	—	—	1	—	—	—	—	—	—	—	—	1	2	—	—	2
Machinery, Wrought Iron, &c.	2	—	—	1	1	—	—	—	—	—	—	—	—	—	2	—	1	3
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	1	3	5	3	11	—	3	3	6	—	6	5	11	—	4	14	11	29
Salt, Soda, Potash, &c.	1	4	1	2	7	—	—	—	—	—	7	4	11	3	8	8	6	22
Guano, &c.	1	2	3	1	6	—	—	1	1	—	1	1	2	—	3	4	3	10
Dung, &c.	—	1	—	—	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	1	6	3	1	10	—	2	—	2	—	17	9	26	—	7	22	10	39
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	2	2	2	6	—	—	—	—	—	2	1	3	—	2	4	3	9
Cotton, Wool, &c.	—	—	1	1	2	—	—	—	—	1	1	—	2	—	1	2	1	4
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	1	3	2	4	9	—	—	—	—	1	9	9	19	—	5	11	13	29
General	3	16	14	16	46	1	6	3	10	1	11	3	15	2	23	31	22	76
Explosive Oils	2	—	—	—	—	—	—	1	1	—	1	3	4	—	2	1	4	7
Various	—	7	6	2	15	—	—	1	1	1	6	2	9	—	8	13	5	25
Unknown	3	5	3	5	13	1	1	8	10	—	4	1	5	5	14	8	14	36
TOTAL	35	135	102	65	302	4	21	32	57	15	123	103	241	17	206	246	200	652

Note.—For the tonnage and cargoes of Merchant Vessels registered in British Possessions Abroad which were totally lost at sea, *see* Table 21.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 21. **Cargoes and Tonnage. Total Losses only:**—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when Lost.

(a.) Sailing Vessels.

Cargoes.	Founderings.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Ballast	8	3,222	40	5,311	2	305	2	271	2	346	54	9,455
Timber	5	3,041	28	5,824	—	—	5	2,352	2	1,285	40	12,502
Grain	2	1,140	—	—	—	—	1	374	1	92	4	1,606
Coal	2	84	15	3,429	—	—	2	1,685	1	89	20	5,287
Metallic Ores, &c.	—	—	1	303	—	—	—	—	1	214	2	517
Machinery, Wrought Iron, &c.	2	134	—	—	—	—	—	—	—	—	2	134
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	1	6	3	668	—	—	—	—	—	—	4	674
Salt, Soda, Potash, &c.	1	132	4	320	—	—	—	—	3	418	8	870
Guano, &c.	1	221	2	720	—	—	—	—	—	—	3	941
Dung, &c.	—	—	1	149	—	—	—	—	—	—	1	149
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	1	125	6	2,276	—	—	—	—	—	—	7	2,401
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	2	170	—	—	—	—	—	—	2	170
Cotton, Wool, &c.	—	—	—	—	—	—	1	1,774	—	—	1	1,774
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	1	117	3	213	—	—	1	93	—	—	5	423
General	2	103	10	1,146	—	—	—	—	2	362	14	1,611
Explosive Oils, &c.	2	2,126	—	—	—	—	—	—	—	—	2	2,126
Various	—	—	7	644	—	—	1	83	—	—	8	727
Unknown	3	167	5	286	1	44	—	—	5	258	14	755
TOTAL	31	10,618	127	21,459	3	349	13	6,632	17	3,064	191	42,122

(b.) Steam Vessels.

Ballast	—	—	2	154	—	—	1	25	—	—	3	179
Timber	2	84	—	—	—	—	—	—	—	—	2	84
Grain	—	—	—	—	—	—	—	—	—	—	—	—
Coal	1	31	—	—	—	—	—	—	—	—	1	31
Metallic Ores, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	—
General	1	150	6	1,012	1	635	1	1,452	—	—	9	3,249
Explosive Oils, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Various	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	4	265	8	1,166	1	635	2	1,477	—	—	15	3,543

(c.) Total.

Ballast	8	3,222	42	5,465	2	305	3	296	2	346	57	9,634
Timber	7	3,125	28	5,824	—	—	5	2,352	2	1,285	42	12,586
Grain	2	1,140	—	—	—	—	1	374	1	92	4	1,606
Coal	3	115	15	3,429	—	—	2	1,685	1	89	21	5,318
Metallic Ores, &c.	—	—	1	303	—	—	—	—	1	214	2	517
Machinery, Wrought Iron, &c.	2	134	—	—	—	—	—	—	—	—	2	134
Stone, Slate, Lime, Bricks, Clay Cement, &c.	1	6	3	668	—	—	—	—	—	—	4	674
Salt, Soda, Potash, &c.	1	132	4	320	—	—	—	—	3	418	8	870
Guano, &c.	1	221	2	720	—	—	—	—	—	—	3	941
Dung, &c.	—	—	1	149	—	—	—	—	—	—	1	149
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	1	125	6	2,276	—	—	—	—	—	—	7	2,401
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	2	170	—	—	—	—	—	—	2	170
Cotton, Wool, &c.	—	—	—	—	—	—	1	1,774	—	—	1	1,774
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	1	117	3	213	—	—	1	93	—	—	5	423
General	3	253	16	2,158	1	635	1	1,452	2	362	23	4,860
Explosive Oils, &c.	2	2,126	—	—	—	—	—	—	—	—	2	2,126
Various	—	—	7	644	—	—	1	83	—	—	8	727
Unknown	3	167	5	286	1	44	—	—	5	258	14	755
TOTAL	35	10,883	135	22,625	4	984	15	8,109	17	3,064	206	45,665

Note.—For the cargoes of Merchant Vessels registered in British Possessions Abroad which met with Sea Casualties, *see* Table 20.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 22. **Tonnages:**—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Tonnages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 50 tons	8	30	8	1	42	1	1	2	4	1	4	4	9	3	43	13	10	66
50 and under 100 tons	6	37	25	6	68	1	6	12	19	3	15	19	37	6	53	46	37	136
100 „ 200 „	7	28	21	10	59	—	—	5	5	3	29	25	57	3	41	50	40	131
200 „ 300 „	2	11	3	8	27	1	3	2	6	1	9	—	10	2	17	20	10	47
300 „ 400 „	—	9	8	2	19	—	1	—	1	1	2	9	12	2	12	11	11	34
400 „ 500 „	—	5	2	—	7	—	—	—	—	—	6	3	9	—	5	8	3	16
500 „ 600 „	—	—	1	—	1	—	3	—	3	1	2	3	6	—	1	5	3	9
600 „ 700 „	2	3	2	—	5	—	—	1	1	—	4	4	8	—	5	6	5	16
700 „ 800 „	—	3	—	—	3	—	—	1	1	—	2	3	5	—	3	3	4	9
800 „ 1,000 „	1	—	4	4	8	—	—	—	—	—	11	10	21	1	2	15	14	31
1,000 „ 1,200 „	3	—	2	1	3	—	1	3	4	—	7	8	15	—	3	10	12	25
1,200 „ 1,500 „	2	1	2	3	6	—	—	—	—	1	8	4	13	—	4	10	7	21
1,500 „ 2,000 „	—	—	1	1	2	—	—	—	—	2	10	6	18	—	2	11	7	20
2,000 „ 2,500 „	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	1	—	1
2,500 „ 3,000 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	31	127	84	39	250	3	14	26	43	13	110	98	221	17	191	208	163	562

(b.) Steam Vessels.

Tonnages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 50 tons	3	3	4	3	10	—	—	1	1	1	1	1	3	—	7	5	5	17
50 and under 100 tons	—	—	3	5	8	—	1	—	1	—	2	1	3	—	—	6	6	12
100 „ 200 „	1	3	4	5	12	—	1	1	2	—	3	—	3	—	4	8	6	18
200 „ 300 „	—	1	1	—	2	—	—	1	1	—	2	—	2	—	1	3	1	5
300 „ 400 „	—	—	—	2	2	—	1	—	1	—	—	—	—	—	—	1	2	3
400 „ 500 „	—	1	2	3	6	—	1	—	1	—	2	—	2	—	1	5	3	9
500 „ 600 „	—	—	1	2	3	—	—	—	—	—	—	—	—	—	—	1	2	3
600 „ 700 „	—	—	1	1	2	1	—	—	1	—	—	1	1	—	1	1	2	4
700 „ 800 „	—	—	—	2	2	—	—	1	1	—	—	—	—	—	—	—	3	3
800 „ 1,000 „	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	1	1
1,000 „ 1,200 „	—	—	—	1	1	—	1	1	2	—	3	1	4	—	—	4	3	7
1,200 „ 1,500 „	—	—	—	—	—	—	—	—	—	1	—	1	2	—	1	—	1	2
1,500 „ 2,000 „	—	—	2	1	3	—	2	1	3	—	—	—	—	—	—	4	2	6
2,000 „ 2,500 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,500 „ 3,000 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	4	8	18	26	52	1	7	6	14	2	13	5	20	—	15	38	37	90

(c.) Total.

Tonnages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 50 tons	11	33	12	7	52	1	1	3	5	2	5	5	12	3	50	18	15	83
50 and under 100 tons	6	37	28	11	76	1	7	12	20	3	17	20	40	6	53	52	43	148
100 „ 200 „	8	31	25	15	78	—	1	6	7	3	32	25	60	3	45	58	46	149
200 „ 300 „	2	12	9	8	29	1	3	3	7	1	11	—	12	2	18	33	11	52
300 „ 400 „	—	9	8	4	21	—	2	—	2	1	2	9	12	2	13	12	13	37
400 „ 500 „	—	6	4	3	13	—	1	—	1	—	8	3	11	—	6	13	6	25
500 „ 600 „	—	—	2	2	4	—	2	—	2	1	2	3	6	—	1	6	5	12
600 „ 700 „	2	3	3	1	7	1	—	1	2	—	4	5	9	—	6	7	7	20
700 „ 800 „	—	3	—	2	5	—	—	2	2	—	2	3	5	—	3	2	7	12
800 „ 1,000 „	1	—	4	5	9	—	—	—	—	—	11	10	21	1	2	15	15	32
1,000 „ 1,200 „	3	—	2	2	4	—	2	4	6	—	10	9	19	—	3	14	15	32
1,200 „ 1,500 „	2	1	2	3	6	—	—	—	—	2	8	5	15	—	5	10	8	23
1,500 „ 2,000 „	—	—	3	2	5	—	2	1	3	2	10	6	18	—	2	15	9	26
2,000 „ 2,500 „	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	1	—	1
2,500 „ 3,000 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	35	135	102	65	302	4	21	33	57	15	133	103	241	17	206	246	200	652

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 23. **Ages**:—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the AGES of the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Ages.	Foundrings.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 3 years	3	8	17	7	32	—	1	4	5	1	15	4	20	1	13	33	15	61
3 and not exceeding 7 years	1	18	13	4	35	—	2	—	2	1	20	12	33	—	20	35	16	71
8 „ „ 10 „	3	19	12	6	37	—	1	2	3	5	12	17	34	5	32	25	25	82
11 „ „ 14 „	6	19	13	4	36	—	2	5	7	2	19	13	34	2	29	34	22	85
15 „ „ 20 „	8	32	12	6	50	1	4	6	11	3	24	30	57	8	52	40	42	134
21 „ „ 30 „	7	23	13	8	44	2	4	2	8	1	16	13	30	1	34	33	23	90
31 „ „ 40 „	2	5	3	2	10	—	—	3	3	—	3	4	7	—	7	6	9	22
41 „ „ 50 „	—	1	1	2	4	—	—	2	2	—	1	5	6	—	1	2	9	12
51 „ „ 60 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 „ „ 70 „	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	1	1
71 „ „ 80 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 „ „ 90 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 „ „ 100 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	1	2	—	—	2	—	—	1	1	—	—	—	—	—	3	—	1	4
TOTAL	31	127	84	39	250	3	14	26	43	13	110	98	221	17	191	208	163	562

(b.) Steam Vessels.

Under 3 years	2	1	2	3	6	—	—	—	—	—	1	—	1	—	3	3	3	9
3 and not exceeding 7 years	—	1	3	3	7	—	2	2	4	—	—	1	1	—	1	5	6	12
8 „ „ 10 „	1	2	3	7	12	—	1	2	3	—	6	2	8	—	3	10	11	24
11 „ „ 14 „	—	—	2	3	5	—	—	—	—	—	1	1	2	—	—	3	4	7
15 „ „ 20 „	1	2	5	6	13	1	3	1	5	1	2	1	4	—	5	10	8	23
21 „ „ 30 „	—	2	3	4	9	—	1	1	2	1	1	—	2	—	3	5	5	13
31 „ „ 40 „	—	—	—	—	—	—	—	—	—	—	2	—	2	—	—	2	—	2
41 „ „ 50 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51 „ „ 60 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 „ „ 70 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 „ „ 80 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 „ „ 90 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 „ „ 100 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	4	8	18	26	52	1	7	6	14	2	13	5	20	—	15	38	37	90

(c.) Total.

Under 3 years	5	9	19	10	38	—	1	4	5	1	16	4	21	1	16	36	18	70
3 and not exceeding 7 years	1	19	16	7	42	—	4	2	6	1	20	13	34	—	21	40	22	83
8 „ „ 10 „	4	21	15	13	49	—	2	4	6	5	18	19	42	5	35	35	36	106
11 „ „ 14 „	6	19	15	7	41	—	2	5	7	2	20	14	36	2	29	37	26	92
15 „ „ 20 „	9	34	17	12	63	2	7	7	16	4	26	31	61	8	57	50	50	157
21 „ „ 30 „	7	25	16	12	53	2	5	3	10	2	17	13	32	1	37	38	28	103
31 „ „ 40 „	2	5	3	2	10	—	—	3	3	—	5	4	9	—	7	8	9	24
41 „ „ 50 „	—	1	1	2	4	—	—	2	2	—	1	5	6	—	1	2	9	12
51 „ „ 60 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 „ „ 70 „	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	1	1
71 „ „ 80 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 „ „ 90 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 „ „ 100 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	1	2	—	—	2	—	—	1	1	—	—	—	—	—	3	—	1	4
TOTAL	35	135	102	65	302	4	21	32	57	15	123	103	241	17	206	246	200	652

Note.—For the tonnage and ages of Merchant Vessels registered in British Possessions Abroad which were totally lost at sea, *see* Table 24.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 24. **Ages and Tonnage.—Total Losses only:**—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties, and the AGES of the Vessels.

(a.) Sailing Vessels.

Ages.	Founderings.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Under 3 years	3	354	8	1,629	—	—	1	83	1	109	13	2,175
3 and not exceeding 7 years	1	10	18	2,606	—	—	1	1,774	—	—	20	4,390
8 „ „ 10 „	3	280	19	2,670	—	—	5	2,140	5	520	32	5,610
11 „ „ 14 „	6	2,100	19	3,343	—	—	2	243	2	320	29	6,006
15 „ „ 20 „	8	3,844	32	6,596	1	69	3	2,269	8	2,062	52	14,840
21 „ „ 30 „	7	3,729	23	3,214	2	280	1	123	1	53	34	7,399
31 „ „ 40 „	2	295	5	1,160	—	—	—	—	—	—	7	1,455
41 „ „ 50 „	—	—	1	27	—	—	—	—	—	—	1	27
51 „ „ 60 „	—	—	—	—	—	—	—	—	—	—	—	—
61 „ „ 70 „	—	—	—	—	—	—	—	—	—	—	—	—
71 „ „ 80 „	—	—	—	—	—	—	—	—	—	—	—	—
81 „ „ 90 „	—	—	—	—	—	—	—	—	—	—	—	—
91 „ „ 100 „	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	1	6	2	214	—	—	—	—	—	—	3	220
TOTAL	31	10,618	127	21,459	3	349	13	6,632	17	3,064	191	42,122

(b.) Steam Vessels.

Under 3 years	2	79	1	246	—	—	—	—	—	—	3	325
3 and not exceeding 7 years	—	—	1	185	—	—	—	—	—	—	1	185
8 „ „ 10 „	1	150	2	254	—	—	—	—	—	—	3	404
11 „ „ 14 „	—	—	—	—	—	—	—	—	—	—	—	—
15 „ „ 20 „	1	36	2	29	1	635	1	1,452	—	—	5	2,152
21 „ „ 30 „	—	—	2	452	—	—	1	25	—	—	3	477
31 „ „ 40 „	—	—	—	—	—	—	—	—	—	—	—	—
41 „ „ 50 „	—	—	—	—	—	—	—	—	—	—	—	—
51 „ „ 60 „	—	—	—	—	—	—	—	—	—	—	—	—
61 „ „ 70 „	—	—	—	—	—	—	—	—	—	—	—	—
71 „ „ 80 „	—	—	—	—	—	—	—	—	—	—	—	—
81 „ „ 90 „	—	—	—	—	—	—	—	—	—	—	—	—
91 „ „ 100 „	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	4	265	8	1,166	1	635	2	1,477	—	—	15	3,543

(c.) Total.

Under 3 years	5	433	9	1,875	—	—	1	83	1	109	16	2,500
3 and not exceeding 7 years	1	10	19	2,791	—	—	1	1,774	—	—	21	4,575
8 „ „ 10 „	4	430	21	2,924	—	—	5	2,140	5	520	35	6,014
11 „ „ 14 „	6	2,100	19	3,343	—	—	2	243	2	320	29	6,006
15 „ „ 20 „	9	3,880	34	6,625	2	704	4	3,721	8	2,062	57	16,992
21 „ „ 30 „	7	3,729	25	3,666	2	280	2	148	1	53	37	7,876
31 „ „ 40 „	2	295	5	1,160	—	—	—	—	—	—	7	1,455
41 „ „ 50 „	—	—	1	27	—	—	—	—	—	—	1	27
51 „ „ 60 „	—	—	—	—	—	—	—	—	—	—	—	—
61 „ „ 70 „	—	—	—	—	—	—	—	—	—	—	—	—
71 „ „ 80 „	—	—	—	—	—	—	—	—	—	—	—	—
81 „ „ 90 „	—	—	—	—	—	—	—	—	—	—	—	—
91 „ „ 100 „	—	—	—	—	—	—	—	—	—	—	—	—
101 and upwards	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	1	6	2	214	—	—	—	—	—	—	3	220
TOTAL	35	10,883	135	22,625	4	984	15	8,109	17	3,064	206	45,665

Note.—For the ages of Merchant Vessels registered in British Possessions Abroad which met with Sea Casualties, *see* Table 23.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 25. **Iron, Steel, Composite, or Wood:**—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the MATERIALS of which the Vessels were constructed.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature and Results of the Casualties.	Iron.		Steel.		Composite.		Wood.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Founderings: (Total Losses)	1	61	—	—	—	—	30	10,557	31	10,618
Strandings:										
Total Losses	1	633	—	—	1	87	125	20,739	127	21,459
Serious Casualties	2	1,227	—	—	—	—	82	21,225	84	22,452
Minor Casualties	1	111	—	—	—	—	38	14,951	39	15,062
TOTAL	4	1,971	—	—	1	87	245	56,915	250	58,973
Collisions:										
Total Losses	—	—	—	—	—	—	3	349	3	349
Serious Casualties	—	—	—	—	—	—	14	3,598	14	3,598
Minor Casualties	—	—	—	—	—	—	26	6,755	26	6,755
TOTAL	—	—	—	—	—	—	43	10,702	43	10,702
Other Causes:										
Total Losses	—	—	—	—	—	—	13	6,632	13	6,632
Serious Casualties	4	4,068	1	1,283	2	1,192	103	57,467	110	64,010
Minor Casualties	1	519	—	—	1	593	96	49,175	98	50,287
TOTAL	5	4,587	1	1,283	3	1,785	212	113,274	221	120,929
Missing Vessels:	—	—	—	—	—	—	17	3,064	17	3,064
From all Causes:										
Total Losses	2	694	—	—	1	87	188	41,341	191	42,122
Serious Casualties	6	5,295	1	1,283	2	1,192	199	82,290	208	90,060
Minor Casualties	2	630	—	—	1	593	160	70,881	163	72,104
TOTAL	10	6,619	1	1,283	4	1,872	547	194,512	562	204,286

(b.) Steam Vessels.

Founderings: (Total Losses)	1	36	—	—	—	—	3	229	4	265
Strandings:										
Total Losses	4	449	—	—	—	—	4	717	8	1,166
Serious Casualties	8	2,546	2	3,182	—	—	8	821	18	6,549
Minor Casualties	16	5,537	5	4,355	—	—	5	426	26	10,318
TOTAL	28	8,532	7	7,537	—	—	17	1,964	52	18,033
Collisions:										
Total Losses	1	635	—	—	—	—	—	—	1	635
Serious Casualties	5	4,674	1	497	—	—	1	84	7	5,255
Minor Casualties	5	2,264	1	1,622	—	—	—	—	6	3,886
TOTAL	11	7,573	2	2,119	—	—	1	84	14	9,776
Other Causes:										
Total Losses	1	1,452	—	—	—	—	1	25	2	1,477
Serious Casualties	8	3,423	3	1,706	—	—	2	142	13	5,271
Minor Casualties	4	3,317	—	—	—	—	1	97	5	3,414
TOTAL	13	8,192	3	1,706	—	—	4	264	20	10,162
Missing Vessels:	—	—	—	—	—	—	—	—	—	—
From all Causes:										
Total Losses	7	2,572	—	—	—	—	8	971	15	3,543
Serious Casualties	21	10,643	6	5,385	—	—	11	1,047	38	17,075
Minor Casualties	25	11,113	6	5,977	—	—	6	523	37	17,618
TOTAL	53	24,333	12	11,362	—	—	25	2,541	90	38,236

(c.) Total.

Founderings: (Total Losses)	2	97	—	—	—	—	33	10,786	35	10,883
Strandings:										
Total Losses	5	1,082	—	—	1	87	129	21,456	135	22,625
Serious Casualties	10	3,773	2	3,182	—	—	90	22,046	102	29,001
Minor Casualties	17	5,648	5	4,355	—	—	43	15,377	65	25,380
TOTAL	32	10,503	7	7,537	1	87	262	58,879	302	77,006
Collisions:										
Total Losses	1	635	—	—	—	—	3	349	4	984
Serious Casualties	5	4,674	1	497	—	—	15	3,682	21	8,853
Minor Casualties	5	2,264	1	1,622	—	—	26	6,755	32	10,641
TOTAL	11	7,573	2	2,119	—	—	44	10,786	57	20,478
Other Causes:										
Total Losses	1	1,452	—	—	—	—	14	6,657	15	8,109
Serious Casualties	12	7,491	4	2,989	2	1,192	105	57,609	123	69,281
Minor Casualties	5	3,836	—	—	1	593	97	49,272	103	53,701
TOTAL	18	12,779	4	2,989	3	1,785	216	113,538	241	131,091
Missing Vessels:	—	—	—	—	—	—	17	3,064	17	3,064
From all Causes:										
Total Losses	9	3,266	—	—	1	87	196	42,312	206	45,665
Serious Casualties	27	15,938	7	6,668	2	1,192	210	83,337	246	107,135
Minor Casualties	27	11,748	6	5,977	1	593	166	71,404	200	89,722
TOTAL	63	30,952	13	12,645	4	1,872	572	197,053	652	242,522

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 26. **Causes:**— Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties (other than Collisions*) occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties (other than Collisions) Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and, as far as reported, the CAUSES to which the Casualties were attributed.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundrings.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1. Cases connected with Ships' Equipments or Stowage.														
Improper Stowage	—	—	—	1	1	—	—	—	—	—	—	—	1	1
Overloading	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	2	3	—	1	4	—	4	3	7	—	5	4	4	13
Insufficient Manning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	2	3	—	2	5	—	4	3	7	—	5	4	5	14
CLASS 2. Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew	—	15	14	9	38	—	—	—	—	—	15	14	9	38
Error, &c. of Pilots	—	1	1	1	3	—	—	—	—	—	1	1	1	3
TOTAL	—	16	15	10	41	—	—	—	—	—	16	15	10	41
CLASS 3. Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CLASS 4. Other Cases.														
Intentional Destruction, *i.e.*, Scuttling, Casting Away, &c.	—	—	—	—	—	1	—	—	1	—	1	—	—	1
Explosions of Coal Gas	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spontaneous Combustion of Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
„ „ Other Cargoes	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fires, other than Spontaneous Combustion	—	—	—	—	—	4	—	—	4	—	4	—	—	4
Inevitable Accident	—	11	7	11	29	—	4	4	8	—	11	11	15	37
Want of Lights or Buoys on Coasts or Shoals	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contact with Ice	—	—	1	—	1	1	2	1	4	—	1	3	1	5
Striking on Floating or Sunken Wreck	—	1	—	—	1	—	—	—	—	—	1	—	—	1
Want of Pilot	—	1	—	—	1	—	—	—	—	—	1	—	—	1
Want of Power in Steam Tugs or defective Tow Ropes	—	—	1	—	1	—	—	—	—	—	—	1	—	1
TOTAL	—	13	9	11	33	6	6	5	17	—	19	15	16	50
CLASS 5. Unknown Cases	7	17	18	5	40	1	5	1	7	17	42	23	6	71
CLASS 6. Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	21	43	28	5	76	6	92	86	184	—	70	120	91	281
Heavy Seas	—	4	1	—	5	—	3	3	6	—	4	4	3	11
Calms and Currents	1	17	5	5	27	—	—	—	—	—	18	5	5	28
Fogs, &c.	—	14	8	1	23	—	—	—	—	—	14	8	1	23
Lightning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	22	78	42	11	131	6	95	89	190	—	106	137	100	343
GRAND TOTAL	31	127	84	39	250	13	110	98	221	17	188	194	137	519

* For the causes of Collisions, *see* Part III., Table 61.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

Table 26. Causes—*continued.*

(b.) Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundrings.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Class 1.														
Cases connected with Ships' Equipments or Stowage.														
Improper Stowage	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Overloading	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Insufficient Manning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Class 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew	—	1	6	3	10	—	—	—	—	—	1	6	3	10
Error, &c. of Pilots	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	1	6	3	10	—	—	—	—	—	1	6	3	10
Class 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	—	—	—	—	—	9	2	11	—	—	9	2	11
Class 4.														
Other Cases.														
Intentional Destruction, *i.e.*, Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spontaneous Combustion of Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
„ „ Other Cargoes	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fires other than Spontaneous Combustion	—	—	—	—	—	2	—	—	2	—	2	—	—	2
Inevitable Accident	—	1	4	10	15	—	—	1	1	—	1	4	11	16
Want of Lights or Buoys on Coasts or Shoals	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contact with Ice	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Striking on Floating or Sunken Wreck	—	—	—	—	—	—	1	—	1	—	—	1	—	1
Want of Pilot	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Want of Power in Steam Tugs or defective Tow Ropes	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	1	4	10	15	2	1	1	4	—	3	5	11	19
Class 5.														
Unknown Cases	1	1	3	4	8	—	—	—	—	—	2	3	4	9
Class 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	2	2	2	2	6	—	3	2	5	—	4	5	4	13
Heavy Seas	—	2	—	—	2	—	—	—	—	—	2	—	—	2
Calms and Currents	—	—	1	6	7	—	—	—	—	—	—	1	6	7
Fogs, &c.	—	1	2	1	4	—	—	—	—	—	1	2	1	4
Lightning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	2	5	5	9	19	—	3	2	5	—	7	8	11	26
Grand Total	4	8	18	26	52	2	13	5	20	—	14	31	31	76

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

Table 26. Causes—*continued.*

(c.) Total.—Sailing and Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundering.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Class 1.														
Cases connected with Ships' Equipments or Stowage.														
Improper Stowage	1	—	—	1	1	—	—	—	—	—	1	—	1	2
Overloading	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	2	3	—	1	4	—	4	3	7	—	5	4	4	13
Insufficient Manning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	3	3	—	2	5	—	4	3	7	—	6	4	5	15
Class 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew	—	16	20	12	48	—	—	—	—	—	16	20	12	48
Error, &c. of Pilots	—	1	1	1	3	—	—	—	—	—	1	1	1	3
Total	—	17	21	13	51	—	—	—	—	—	17	21	13	51
Class 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	—	—	—	—	—	9	2	11	—	—	9	2	11
Class 4.														
Other Cases.														
Intentional Destruction, *i.e.*, Scuttling, Casting Away, &c.	—	—	—	—	—	1	—	—	1	—	1	—	—	1
Explosions of Coal Gas	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spontaneous Combustion of Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
„ „ Other Cargoes	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fires, other than Spontaneous Combustion	—	—	—	—	—	6	—	—	6	—	6	—	—	6
Inevitable Accident	—	12	11	21	44	—	4	5	9	—	12	15	26	53
Want of Lights or Buoys on Coasts or Shoals	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contact with Ice	—	—	1	—	1	1	2	1	4	—	1	3	1	5
Striking on Floating or Sunken Wreck	—	1	—	—	1	—	1	—	1	—	1	1	—	2
Want of Pilot	—	1	—	—	1	—	—	—	—	—	1	—	—	1
Want of Power in Steam Tugs or defective Tow Ropes	—	—	1	—	1	—	—	—	—	—	—	1	—	1
Total	—	14	13	21	48	8	7	6	21	—	22	20	27	69
Class 5.														
Unknown Cases	8	18	21	9	48	1	5	1	7	17	44	26	10	80
Class 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes &c.	23	45	30	7	82	6	95	88	189	—	74	125	95	294
Heavy Seas	—	6	1	—	7	—	3	3	6	—	6	4	3	13
Calms and Currents	1	17	6	11	34	—	—	—	—	—	18	6	11	35
Fogs, &c.	—	15	10	2	27	—	—	—	—	—	15	10	2	27
Lightning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	24	83	47	20	150	6	98	91	195	—	113	145	111	369
Grand Total	35	135	102	65	302	15	123	103	241	17	202	225	168	595

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 27. **Localities:**—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Foundrings.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head	—	—	—	—	—	1	—	—	1	—	—	1	1	—	1	—	1	2
Flamborough Head to North Foreland	—	1	1	3	5	—	2	4	6	—	—	1	1	—	1	3	8	12
North Foreland to St. Catherine's Point	—	—	1	1	2	—	1	2	3	—	—	1	1	—	—	2	4	6
St. Catherine's Point to Start Point	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	1	1
Start Point to Land's End	—	—	1	1	2	—	1	1	2	—	—	2	2	—	—	2	4	6
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	1	—	1	—	—	1	1	—	—	1	1	2
Hartland Point to St. David's Head	—	—	1	2	3	—	1	2	3	—	—	3	3	—	—	2	7	9
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	—	—	—	1	1	—	—	1	1	—	—	—	2	2
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	2	1	3	—	—	—	—	1	—	—	1	—	1	2	1	4
Cape Wrath to Buchanness	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands	—	1	—	—	1	—	—	—	—	—	—	—	—	—	1	—	—	1
All other parts of the Coast	—	—	1	1	2	—	—	—	—	1	—	—	1	—	1	1	1	3
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	—	2	7	10	19	1	6	10	17	2	—	10	12	—	5	13	30	48
On or near the Coasts of British Possessions Abroad.	8	75	57	15	147	1	2	10	13	1	10	11	22	—	85	69	36	190
On or near the Coasts of Foreign Countries	—	50	20	14	84	—	2	3	5	3	4	6	13	—	53	26	23	102
In Oceans and Seas	23	—	—	—	—	1	4	3	8	7	96	71	174	17	48	100	74	222
Total Abroad	31	125	77	29	231	2	8	16	26	11	110	88	209	17	186	195	133	514
GRAND TOTAL	31	127	84	39	250	3	14	26	43	13	110	98	221	17	191	208	163	562

(b.) Steam Vessels.

Fern Islands to Flamborough Head	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Foreland	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	1	—	1
North Foreland to St. Catherine's Point	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Catherine's Point to Start Point	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	1	—	1
Start Point to Land's End	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	1	—	1
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	1	1
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	1	1
Cape Wrath to Buchanness	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	—	—	—	—	—	—	—	1	1	—	3	1	4	—	—	3	2	5
On or near the Coasts of British Possessions Abroad.	3	8	13	20	41	—	4	1	5	1	4	1	6	—	12	21	22	55
On or near the Coasts of Foreign Countries	—	—	5	6	11	1	3	2	6	—	—	1	1	—	1	8	9	18
In Oceans and Seas	1	—	—	—	—	—	—	2	2	1	6	2	9	—	2	6	4	12
Total Abroad	4	8	18	26	52	1	7	5	13	2	10	4	16	—	15	35	35	85
GRAND TOTAL	4	8	18	26	52	1	7	6	14	2	13	5	20	—	15	38	37	90

(c.) Total.

Fern Islands to Flamborough Head	—	—	—	—	—	1	—	—	1	—	—	1	1	—	1	—	1	2
Flamborough Head to North Foreland	—	1	1	3	5	—	2	4	6	—	1	1	2	—	1	4	8	13
North Foreland to St. Catherine's Point	—	—	1	1	2	—	1	2	3	—	—	1	1	—	—	2	4	6
St. Catherine's Point to Start Point	—	—	—	1	1	—	—	—	—	—	1	—	1	—	—	1	1	2
Start Point to Land's End	—	—	1	1	2	—	1	1	2	—	1	2	3	—	—	3	4	7
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	1	—	1	—	—	1	1	—	—	1	1	2
Hartland Point to St. David's Head	—	—	1	2	3	—	1	3	4	—	—	3	3	—	—	2	8	10
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	—	—	—	1	1	—	—	1	1	—	—	—	2	2
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	2	1	3	—	—	—	—	1	—	1	2	—	1	2	2	5
Cape Wrath to Buchanness	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands	—	1	—	—	1	—	—	—	—	—	—	—	—	—	1	—	—	1
All other parts of the Coast	—	—	1	1	2	—	—	—	—	1	—	—	1	—	1	1	1	3
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	—	2	7	10	19	1	6	11	18	2	3	11	16	—	5	16	32	53
On or near the Coasts of British Possessions Abroad.	11	83	70	35	188	1	6	11	18	2	14	12	28	—	97	90	58	245
On or near the Coasts of Foreign Countries	—	50	25	20	95	1	5	5	11	3	4	7	14	—	54	34	32	120
In Oceans and Seas	24	—	—	—	—	1	4	5	10	8	102	73	183	17	50	106	78	234
Total Abroad	35	133	95	55	283	3	15	21	39	13	120	92	225	17	201	230	168	599
GRAND TOTAL	35	135	102	65	302	4	21	32	57	15	123	103	241	17	206	246	200	652

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 28. **Classification.—Total Losses only:**—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and whether the Vessels were CLASSED* or UNCLASSED.*

Nature of the Casualties.	*Classed Vessels.		*Unclassed Vessels.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.						
Founderings	5	5,230	26	5,388	31	10,618
Strandings	19	8,748	108	12,711	127	21,459
Collisions	—	—	3	349	3	349
Other Causes	3	4,729	10	1,903	13	6,632
Missing Vessels	3	731	14	2,333	17	3,064
TOTAL	30	19,438	161	22,684	191	42,122
(b.) Steam Vessels.						
Founderings	—	—	4	265	4	265
Strandings	1	246	7	920	8	1,166
Collisions	1	635	—	—	1	635
Other Causes	—	—	2	1,477	2	1,477
Missing Vessels	—	—	—	—	—	—
TOTAL	2	881	13	2,662	15	3,543
(c.) Total.						
Founderings	5	5,230	30	5,653	35	10,883
Strandings	20	8,994	115	13,631	135	22,625
Collisions	1	635	3	349	4	984
Other Causes	3	4,729	12	3,380	15	8,109
Missing Vessels	3	731	14	2,333	17	3,064
TOTAL	32	20,319	174	25,346	206	45,665

* "Classed" Vessels comprise those classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassed" division probably contains a number of Vessels classed in some of the smaller registries.

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 29. **Seamen and Passengers Lost.—Totals:**—Statement showing the Number of Lives Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) **by Sea Casualties which occurred to such Vessels** on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from the Lives Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Founderings	8	1,431	28	13	41	2	181	5	3	8	10	1,612	33	16	49
Strandings	16	2,609	51	1	52	1	19	2	—	2	17	2,628	53	1	54
Collisions	1	69	1	—	1	—	—	—	—	—	1	69	1	—	1
Other Causes	—	—	—	—	—	1	1,452	—	20	20	1	1,452	—	20	20
Missing Vessels	17	3,064	108	3	111	—	—	—	—	—	17	3,064	108	3	111
TOTAL	42	7,173	188	17	205	4	1,652	7	23	30	46	8,825	195	40	235
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	2	2,062	5	—	5	2	2,062	5	—	5
Other Causes	15	10,883	18	—	18	1	81	1	—	1	16	10,964	19	—	19
TOTAL	15	10,883	18	—	18	3	2,143	6	—	6	18	13,026	24	—	24
(c.) Total.															
Founderings	8	1,431	28	13	41	2	181	5	3	8	10	1,612	33	16	49
Strandings	16	2,609	51	1	52	1	19	2	—	2	17	2,628	53	1	54
Collisions	1	69	1	—	1	2	2,062	5	—	5	3	2,131	6	—	6
Other Causes	15	10,883	18	—	18	2	1,533	1	20	21	17	12,416	19	20	39
Missing Vessels	17	3,064	108	3	111	—	—	—	—	—	17	3,064	108	3	111
TOTAL	57	18,056	206	17	223	7	3,795	13	23	36	64	21,851	219*	40	259

* Includes 2 Lascars (One was lost by the foundering of a steamer, and one by "other causes" in a steamer not totally lost.)

Table 30.

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 30. **Seamen Lost.—Cargoes:**—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when the Lives were Lost.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Cargoes.	Founderings.		Strandings.						Collisions.						Other Causes.						Missing Vessels.		Total.					
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.				Total Losses.		Partial Losses.		Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Ballast	2	6	1	1	—	—	1	1	1	1	—	—	1	1	—	—	2	2	2	2	2	15	6	23	2	2	8	25
Timber	1	4	4	9	—	—	4	9	—	—	—	—	—	—	—	—	4	6	4	6	2	22	7	35	4	6	11	41
Grain	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	6	1	6	—	—	1	6
Coal	—	—	4	10	—	—	4	10	—	—	—	—	—	—	—	—	1	1	1	1	1	8	5	18	1	1	6	19
Metallic Ores, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	8	1	8	—	—	1	8
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3	3	3	—	—	—	—	3	3	3	3
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	23	3	23	—	—	3	23
Guano, &c.	—	—	1	13	—	—	1	13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	13	—	—	1	13
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	1	8	—	—	1	8	—	—	—	—	—	—	—	—	3	3	3	3	—	—	1	8	3	3	4	11
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	—	1	2
General	1	5	2	2	—	—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	2	11	5	18	—	—	5	18
Explosive Oils	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	1	4	1	1	2	5
Various	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1
Unknown	2	7	2	7	—	—	2	7	—	—	—	—	—	—	—	—	1	2	1	2	5	15	9	29	1	2	10	31
TOTAL	8	28	16	51	—	—	16	51	1	1	—	—	1	1	—	—	15	18	15	18	17	108	42	188	15	18	57	206

(b.) Lives Lost in Steam Vessels.

Cargoes.	Founderings.		Strandings.						Collisions.						Other Causes.						Missing Vessels.		Total.					
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.				Total Losses.		Partial Losses.		Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Ballast	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Timber	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grain	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coal	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4	—	—	1	4
Metallic Ores, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General	1	1	1	2	—	—	1	2	—	—	1	1	1	1	—	—	1	1	1	1	—	—	2	3	2	2	4	5
Explosive Oils	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	1	4	1	4	—	—	—	—	—	—	—	—	—	—	1	4	1	4
TOTAL	2	5	1	2	—	—	1	2	—	—	2	5	2	5	—	—	1	1	1	1	—	—	3	7	3	6	6	13

(c.) Total.

Cargoes.	Founderings.		Strandings.						Collisions.						Other Causes.						Missing Vessels.		Total.					
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.				Total Losses.		Partial Losses.		Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Ballast	2	6	1	1	—	—	1	1	1	1	—	—	1	1	—	—	2	2	2	2	2	15	6	23	2	2	8	25
Timber	1	4	4	9	—	—	4	9	—	—	—	—	—	—	—	—	4	6	4	6	2	22	7	35	4	6	11	41
Grain	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	6	1	6	—	—	1	6
Coal	1	4	4	10	—	—	4	10	—	—	—	—	—	—	—	—	1	1	1	1	1	8	6	22	1	1	7	23
Metallic Ores, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	8	1	8	—	—	1	8
Machinery, Wrought Iron, &c	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3	3	3	—	—	—	—	3	3	3	3
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	23	3	23	—	—	3	23
Guano, &c.	—	—	1	13	—	—	1	13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	13	—	—	1	13
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	1	8	—	—	1	8	—	—	—	—	—	—	—	—	3	3	3	3	—	—	1	8	3	3	4	11
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	—	1	2
General	2	6	3	4	—	—	3	4	—	—	1	1	1	1	—	—	1	1	1	1	2	11	7	21	2	2	9	23
Explosive Oils	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	1	4	1	1	2	5
Various	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1
Unknown	2	7	2	7	—	—	2	7	—	—	1	4	1	4	—	—	1	2	1	2	5	15	9	29	2	6	11	35
TOTAL	10	33	17	53	—	—	17	53	1	1	2	5	3	6	—	—	16	18	16	19	17	108	45	195	18	24	63	215

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 31. **Seamen Lost. — Tonnages:** — Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Tonnages.	Foun-derings.		Strandings.						Collisions.						Other Causes.						Missing Vessels.		Total.					
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.				Total Losses.		Partial Losses.		Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Under 50 tons	4	14	3	4	—	—	3	4	—	—	—	—	—	—	—	—	—	—	—	—	3	9	10	27	—	—	10	27
50 tons & under 100	1	4	6	20	—	—	6	20	1	1	—	—	1	1	—	—	1	3	1	3	6	29	14	54	1	3	15	57
100 „ „ 200	2	6	3	10	—	—	3	10	—	—	—	—	—	—	—	—	4	4	4	4	3	22	8	38	4	4	12	42
200 „ „ 300	—	—	2	2	—	—	2	2	—	—	—	—	—	—	—	—	1	1	1	1	2	18	4	20	1	1	5	21
300 „ „ 400	—	—	1	2	—	—	1	2	—	—	—	—	—	—	—	—	1	1	1	1	2	16	3	18	1	1	4	19
400 „ „ 500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
500 „ „ 600	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
600 „ „ 700	—	—	1	13	—	—	1	13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	13	—	—	1	13
700 „ „ 800	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
800 „ „ 1,000	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	3	2	3	1	14	2	18	2	3	4	21
1,000 „ „ 1,200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
1,200 „ „ 1,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	—	—	—	—	2	2	2	2
1,500 „ „ 2,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	—	—	—	—	2	2	2	2
2,000 „ „ 2,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,500 „ „ 3,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	8	28	16	51	—	—	16	51	1	1	—	—	1	1	—	—	15	18	15	18	17	108	42	188	15	18	57	206

(b.) Lives Lost in Steam Vessels.

Under 50 tons	1	4	1	2	—	—	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	6	—	—	2	6
50 tons & under 100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
100 „ „ 200	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1
200 „ „ 300	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
300 „ „ 400	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
400 „ „ 500	—	—	—	—	—	—	—	—	—	—	1	4	1	4	—	—	—	—	—	—	—	—	—	—	1	4	1	4
500 „ „ 600	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
600 „ „ 700	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
700 „ „ 800	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
800 „ „ 1,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,000 „ „ 1,200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,200 „ „ 1,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,500 „ „ 2,000	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	—	—	—	—	—	—	1	1	1	1
2,000 „ „ 2,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,500 „ „ 3,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	2	5	1	2	—	—	1	2	—	—	2	5	2	5	—	—	1	1	1	1	—	—	3	7	3	6	6	13

(c.) Total.

Under 50 tons	5	18	4	6	—	—	4	6	—	—	—	—	—	—	—	—	—	—	—	—	3	9	12	33	—	—	12	33
50 tons & under 100	1	4	6	20	—	—	6	20	1	1	—	—	1	1	—	—	2	4	2	4	6	29	14	54	2	4	16	58
100 „ „ 200	3	7	3	10	—	—	3	10	—	—	—	—	—	—	—	—	4	4	4	4	3	22	9	39	4	4	13	43
200 „ „ 300	—	—	2	2	—	—	2	2	—	—	—	—	—	—	—	—	1	1	1	1	2	18	4	20	1	1	5	21
300 „ „ 400	—	—	1	2	—	—	1	2	—	—	—	—	—	—	—	—	1	1	1	1	2	16	3	18	1	1	4	19
400 „ „ 500	—	—	—	—	—	—	—	—	—	—	1	4	1	4	—	—	—	—	—	—	—	—	—	—	1	4	1	4
500 „ „ 600	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
600 „ „ 700	—	—	1	13	—	—	1	13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	13	—	—	1	13
700 „ „ 800	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
800 „ „ 1,000	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	3	2	3	1	14	2	18	2	3	4	21
1,000 „ „ 1,200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1	1
1,200 „ „ 1,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	—	—	—	—	2	2	2	2
1,500 „ „ 2,000	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	2	2	2	2	—	—	—	—	3	3	3	3
2,000 „ „ 2,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,500 „ „ 3,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	10	33	17	53	—	—	17	53	1	1	2	5	3	6	—	—	16	19	16	19	17	108	45	195	18	24	63	219

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 32. **Seamen Lost. — Ages of the Vessels:** — Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the AGES of the Vessels.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Ages.	Foun-derings.		Strandings.						Collisions.						Other Causes.						Missing Vessels.		Total.					
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.				Total Losses.		Partial Losses.		Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Under 3 years	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	6	4	6	1	5	2	9	4	6	6	15
3 and not exceeding 7 years	1	1	6	12	—	—	6	12	—	—	—	—	—	—	—	—	1	1	1	1	—	—	7	13	1	1	8	14
8 „ 10 „	1	2	3	7	—	—	3	7	—	—	—	—	—	—	—	—	2	2	2	2	5	30	9	39	2	2	11	41
11 „ 14 „	2	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	4	4	2	17	4	25	4	4	8	29
15 „ 20 „	2	9	4	15	—	—	4	15	1	1	—	—	1	1	—	—	3	4	3	4	8	53	15	78	3	4	18	82
21 „ 30 „	1	4	3	17	—	—	3	17	—	—	—	—	—	—	—	—	1	1	1	1	1	3	5	24	1	1	6	25
31 „ 40 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
41 „ 50 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51 „ 60 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 „ 70 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 „ 80 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 „ 90 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 „ 100 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	8	28	16	51	—	—	16	51	1	1	—	—	1	1	—	—	15	18	15	18	17	108	42	188	15	18	57	206

(b.) Lives Lost in Steam Vessels.

Under 3 years	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4	—	—	1	4
3 and not exceeding 7 years	—	—	—	—	—	—	—	—	—	—	1	4	1	4	—	—	—	—	—	—	—	—	—	—	1	4	1	4
8 „ 10 „	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	1	1	1	1	2	2
11 „ 14 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15 „ 20 „	—	—	1	2	—	—	1	2	—	—	1	1	1	1	—	—	—	—	—	—	—	—	1	2	1	1	2	3
21 „ 30 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 „ 40 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
41 „ 50 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51 „ 60 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 „ 70 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 „ 80 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 „ 90 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 „ 100 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	2	5	1	2	—	—	1	2	—	—	2	5	2	5	—	—	1	1	1	1	—	—	3	7	3	6	6	13

(c.) Total.

Under 3 years	2	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	6	4	6	1	5	3	13	4	6	7	19
3 and not exceeding 7 years	1	1	6	12	—	—	6	12	—	—	1	4	1	4	—	—	1	1	1	1	—	—	7	13	2	5	9	18
8 „ 10 „	2	3	3	7	—	—	3	7	—	—	—	—	—	—	—	—	3	3	3	3	5	30	10	40	3	3	13	43
11 „ 14 „	2	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	4	4	2	17	4	25	4	4	8	29
15 „ 20 „	2	9	5	17	—	—	5	17	1	1	1	1	2	2	—	—	3	4	3	4	8	53	16	80	4	5	20	85
21 „ 30 „	1	4	3	17	—	—	3	17	—	—	—	—	—	—	—	—	1	1	1	1	1	3	5	24	1	1	6	25
31 „ 40 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
41 „ 50 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51 „ 60 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 „ 70 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 „ 80 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 „ 90 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 „ 100 „	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	10	33	17	53	—	—	17	53	1	1	2	5	3	6	—	—	16	19	16	19	17	108	45	195	18	24	63	219

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 33. **Seamen Lost.—Localities:**—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties, which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Foun-derings.		Strandings.						Collisions.						Other Causes.						Missing Vessels.		Total.					
	Total Losses.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.		Total Losses.		Partial Losses.		Total.				Total Losses.		Partial Losses.		Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
(a.) Lives Lost in Sailing Vessels.																												
On or near the Coasts of the United Kingdom.	—	—	1	3	—	—	1	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	—	—	1	3
On or near the Coasts of British Possessions Abroad.	1	1	9	37	—	—	9	37	—	—	—	—	—	—	—	—	1	3	1	3	—	—	10	38	1	3	11	41
On or near the Coasts of Foreign Countries.	—	—	6	11	—	—	6	11	—	—	—	—	—	—	—	—	1	1	1	1	—	—	6	11	1	1	7	12
In Oceans and Seas	7	27	—	—	—	—	—	—	1	1	—	—	1	1	—	—	13	14	13	14	17	108	25	136	13	14	38	150
TOTAL	8	28	16	51	—	—	16	51	1	1	—	—	1	1	—	—	15	18	15	18	17	108	42	188	15	18	57	206
(b.) Lives Lost in Steam Vessels.																												
On or near the Coasts of the United Kingdom.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
On or near the Coasts of British Possessions Abroad.	1	4	1	2	—	—	1	2	—	—	—	—	—	—	—	—	1	1	1	1	—	—	2	6	1	1	3	7
On or near the Coasts of Foreign Countries.	—	—	—	—	—	—	—	—	—	—	2	5	2	5	—	—	—	—	—	—	—	—	—	—	2	5	2	5
In Oceans and Seas	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1
TOTAL	2	5	1	2	—	—	1	2	—	—	2	5	2	5	—	—	1	1	1	1	—	—	3	7	3	6	6	13
(c.) Total.																												
On or near the Coasts of the United Kingdom.	—	—	1	3	—	—	1	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	—	—	1	3
On or near the Coasts of British Possessions Abroad.	2	5	10	39	—	—	10	39	—	—	—	—	—	—	—	—	2	4	2	4	—	—	12	44	2	4	14	48
On or near the Coasts of Foreign Countries.	—	—	6	11	—	—	6	11	—	—	2	5	2	5	—	—	1	1	1	1	—	—	6	11	3	6	9	17
In Oceans and Seas	8	28	—	—	—	—	—	—	1	1	—	—	1	1	—	—	13	14	13	14	17	108	26	137	13	14	39	151
TOTAL	10	33	17	53	—	—	17	53	1	1	2	5	3	6	—	—	16	19	16	19	17	108	45	195	18	24	63	219

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 34. **Seamen and Passengers Lost. — Classification:***— Statement showing the Number of Lives Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further, distinguishing the LIVES LOST in CLASSED* Vessels from those Lost in UNCLASSED* Vessels.

(a.) Lives Lost in Vessels Totally Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Classed.*				Unclassed.*				Total.			
	Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
(1.) LIVES LOST IN SAILING VESSELS.												
Founderings	1	4	—	4	7	24	13	37	8	28	13	41
Strandings	4	17	—	17	12	34	1	35	16	51	1	52
Collisions	—	—	—	—	1	1	—	1	1	1	—	1
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	3	27	2	29	14	81	1	82	17	108	3	111
TOTAL	8	48	2	50	34	140	15	155	42	188	17	205
(2.) LIVES LOST IN STEAM VESSELS.												
Founderings	—	—	—	—	2	5	3	8	2	5	3	8
Strandings	—	—	—	—	1	2	—	2	1	2	—	2
Collisions	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	1	—	20	20	1	—	20	20
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	—	—	—	—	4	7	23	30	4	7	23	30
(3.) TOTAL.												
Founderings	1	4	—	4	9	29	16	45	10	33	16	49
Strandings	4	17	—	17	13	36	1	37	17	53	1	54
Collisions	—	—	—	—	1	1	—	1	1	1	—	1
Other Causes	—	—	—	—	1	—	20	20	1	—	20	20
Missing Vessels	3	27	2	29	14	81	1	82	17	108	3	111
TOTAL	8	48	2	50	38	147	38	185	46	195	40	235

(b.) Lives Lost in Vessels Partially Lost.

(1.) LIVES LOST IN SAILING VESSELS.												
Strandings	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	8	9	—	9	7	9	—	9	15	18	—	18
TOTAL	8	9	—	9	7	9	—	9	15	18	—	18
(2.) LIVES LOST IN STEAM VESSELS.												
Strandings	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	1	1	—	1	1	4	—	4	2	5	—	5
Other Causes	—	—	—	—	1	1	—	1	1	1	—	1
TOTAL	1	1	—	1	2	5	—	5	3	6	—	6
(3.) TOTAL.												
Strandings	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	1	1	—	1	1	4	—	4	2	5	—	5
Other Causes	8	9	—	9	8	10	—	10	16	19	—	19
TOTAL	9	10	—	10	9	14	—	14	18	24	—	24

(c.) Total.

(1.) LIVES LOST IN SAILING VESSELS.												
Founderings	1	4	—	4	7	24	13	37	8	28	13	41
Strandings	4	17	—	17	12	34	1	35	16	51	1	52
Collisions	—	—	—	—	1	1	—	1	1	1	—	1
Other Causes	8	9	—	9	7	9	—	9	15	18	—	18
Missing Vessels	3	27	2	29	14	81	1	82	17	108	3	111
TOTAL	16	57	2	59	41	149	15	164	57	206	17	223
(2.) LIVES LOST IN STEAM VESSELS.												
Founderings	—	—	—	—	2	5	3	8	2	5	3	8
Strandings	—	—	—	—	1	2	—	2	1	2	—	2
Collisions	1	1	—	1	1	4	—	4	2	5	—	5
Other Causes	—	—	—	—	2	1	20	21	2	1	20	21
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	1	1	—	1	6	12	23	35	7	13	23	36
(3.) TOTAL.												
Founderings	1	4	—	4	9	29	16	45	10	33	16	49
Strandings	4	17	—	17	13	36	1	37	17	53	1	54
Collisions	1	1	—	1	2	5	—	5	3	6	—	6
Other Causes	8	9	—	9	9	10	20	30	17	19	20	39
Missing Vessels	3	27	2	29	14	81	1	82	17	108	3	111
TOTAL	17	58	2	60	47	161	38	199	64	219	40	259

By "classed" Vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassed" division probably includes a number of Vessels classed in some of the smaller registries.

Deaths at Sea from all Causes in Merchant Vessels registered in British Possessions Abroad.

TABLE 35. **Deaths at Sea from all Causes. Grand Totals:**—Statement showing the Total Number of **Deaths at Sea in Vessels registered in British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels) arising from :—

(1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom or were reported from Abroad during the Year 1892–93;

(2.) Accidents other than Wreck reported during 1892–93;

(3.) Disease, Murder, Suicide, &c. reported during 1892–93;

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passengers.	Crew.		Passengers.	Crew.		Passengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
Wrecks of and Casualties to the Vessels.—(*See* Tables 29 to 34.)	206	—	17	11	2	23	217	2	40
Accidents other than Wreck or Casualty.	62	2	—	4	—	1	66	2	1
Disease, Murder, Homicide, Suicide, and Unknown Causes.	41	2	2	7	3	39	48	5	41
TOTAL - - -	309	4	19	22	5	63	331	9	82

Sea Casualties to British registered Merchant Vessels.

TABLE 36. **Summary:**—Statement showing the Number and Tonnage of Vessels registered in the **United Kingdom and British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1 and 19.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	(a.) Sailing Vessels.							
Founderings	59	22,696	—	—	—	—	59	22,696
Strandings	203	51,560	184	47,680	294	70,902	681	170,142
Collisions	30	4,730	149	33,547	307	86,781	486	125,058
Other Causes	26	19,330	318	209,539	626	321,869	970	550,738
Missing Vessels	40	22,731	—	—	—	—	40	22,731
TOTAL	358	121,047	651	290,766	1,227	479,552	2,236	891,365
	(b.) Steam Vessels.							
Founderings	10	3,667	—	—	—	—	10	3,667
Strandings	62	48,042	298	259,365	408	372,434	768	679,841
Collisions	19	13,159	180	146,999	342	280,012	541	440,170
Other Causes	13	6,127	490	497,843	568	556,681	1,071	1,060,651
Missing Vessels	3	5,705	—	—	—	—	3	5,705
TOTAL	107	76,700	968	904,207	1,318	1,209,127	2,393	2,190,034
	(c.) Total.							
Founderings	69	26,363	—	—	—	—	69	26,363
Strandings	265	99,602	482	307,045	702	443,336	1,449	849,983
Collisions	49	17,889	329	180,546	649	366,793	1,027	565,228
Other Causes	39	25,457	808	707,382	1,194	878,550	2,041	1,611,389
Missing Vessels	43	28,436	—	—	—	—	43	28,436
TOTAL	465	197,747	1,619	1,194,973	2,545	1,688,679	4,629	3,081,399

Lives Lost by Sea Casualties to British registered Merchant Vessels.

TABLE 37. **Seamen and Passengers Lost.—Summary:**—Statement showing the Number of LIVES LOST IN **Vessels registered in the United Kingdom and British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) **by Sea Casualties which occurred to such Vessels** on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(Totals of Tables 12 and 29.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Founderings	15	4,550	70	15	85	3	210	7	3	10	18	4,760	77	18	95
Strandings	24	9,458	90	3	93	9	12,251	251	70	321	33	21,709	341	73	414
Collisions	7	597	16	—	16	3	2,211	18	9	27	10	2,808	34	9	43
Other Causes	3	4,723	22	—	22	2	2,268	1	20	21	5	6,991	23	20	43
Missing Vessels	40	22,731	468	13	481	3	5,705	115	3	118	43	28,436	583	16	599
TOTAL	89	42,059	666	31	697	20	22,645	392	105	497	109	64,704	1,058	136	1,194
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	2	914	2	—	2	2	914	2	—	2
Collisions	1	50	1	—	1	2	2,062	5	—	5	3	2,112	6	—	6
Other Causes	49	43,700	67	—	67	27	38,830	38	5	43	76	82,530	105	5	110
TOTAL	50	43,750	68	—	68	31	41,806	45	5	50	81	85,556	113	5	118
(c.) Total.															
Founderings	15	4,550	70	15	85	3	210	7	3	10	18	4,760	77	18	95
Strandings	24	9,458	90	3	93	11	13,165	253	70	323	35	22,623	343	73	416
Collisions	8	647	17	—	17	5	4,273	23	9	32	13	4,920	40	9	49
Other Causes	52	48,423	89	—	89	29	41,098	39	25	64	81	89,521	128	25	153
Missing Vessels	40	22,731	468	13	481	3	5,705	115	3	118	43	28,436	583	16	599
TOTAL	139	85,809	734	31	765	51	64,451	437	110	547	190	150,260	1,171	141	1,312

Deaths at Sea from all Causes in British registered Merchant Vessels.

TABLE 38. **Deaths at Sea from all Causes. Summary :**—Statement showing the Total Number of **Deaths at Sea in Vessels registered in the United Kingdom and British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels), arising from :—

(1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom, or were reported from Abroad during the Year 1892–93 ;

(2.) Accidents other than Wrecks reported during 1892–93 ;

(3.) Disease, Murder, Suicide, &c., reported during 1892–93 ;

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

(Totals of Tables 18 and 35.)

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passengers.	Crew.		Passengers.	Crew.		Passengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
Wrecks of and Casualties to the Vessels.	734	—	31	303	134	110	1,037	134	141
Accidents other than Wreck or Casualty.	259	3	3	107	13	16	366	16	19
Disease, Murder, Homicide, Suicide, and Unknown Causes.	193	3	336	217	94	608	410	97	944
TOTAL - - -	1,186	6	370	627	241	734	1,813	247	1,104

PART III.

MISCELLANEOUS TABLES and SUMMARIES.

Sea Casualties to Unregistered Merchant Vessels belonging to the United Kingdom.

TABLE 39. **Totals :**—Statement showing the Number and Tonnage of **Unregistered Vessels belonging to the United Kingdom** (exclusive of Yachts and Fishing Vessels) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Founderings	8	509	—	—	—	—	8	509
Strandings	6	101	6	72	8	154	20	327
Collisions	3	95	14	977	30	3,847	47	4,919
Other Causes	—	—	11	57	9	115	20	172
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	17	705	31	1,106	47	4,116	95	5,927
(b.) Steam Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	8	32,135	9	9,228	17	41,363
Collisions	3	10,563	4	13,850	25	40,814	32	65,227
Other Causes	—	—	4	4,590	5	9,079	9	13,669
Missing Vessels	1	3	—	—	—	—	1	3
TOTAL	4	10,566	16	50,575	39	59,121	59	120,262
(c.) Total.								
Founderings	8	509	—	—	—	—	8	509
Strandings	6	101	14	32,207	17	9,382	37	41,690
Collisions	6	10,658	18	14,827	55	44,661	79	70,146
Other Causes	—	—	15	4,647	14	9,194	29	13,841
Missing Vessels	1	3	—	—	—	—	1	3
TOTAL	21	11,271	47	51,681	86	63,237	154	126,189

Note.—Vessels of the Royal Navy and British Vessels not identified are included in this table.

Lives Lost by Sea Casualties to Unregistered Merchant Vessels belonging to the United Kingdom.

TABLE 40. **Seamen and Passengers Lost :**—Statement showing the Number of LIVES LOST in **Unregistered Vessels belonging to the United Kingdom** (exclusive of Lives Lost in Yachts and Fishing Vessels) **by Sea Casualties which occurred to such Vessels** on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from the Lives Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and the Number of Crew Lost from the Number of Passengers Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Pas-sengers.	Total.	No.	Tonnage.	Crew.	Pas-sengers.	Total.	No.	Tonnage.	Crew.	Pas-sengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Founderings	2	15	5	—	5	—	—	—	—	—	2	15	5	—	5
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	2	5	7	—	7	1	10,470	358	—	358	3	10,475	365	—	365
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	1	3	6	3	9	1	3	6	3	9
TOTAL	4	20	12	—	12	2	10,473	364*	3	367*	6	10,493	376*	3	379*
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	2	16	2	—	2	—	—	—	—	—	2	16	2	—	2
Collisions	1	200	1	—	1	—	—	—	—	—	1	200	1	—	1
Other Causes	8	17	9	3	12	—	—	—	—	—	8	17	9	3	12
TOTAL	11	233	12	3	15	—	—	—	—	—	11	233	12	3	15
(c.) Total.															
Founderings	2	15	5	—	5	—	—	—	—	—	2	15	5	—	5
Strandings	2	16	2	—	2	—	—	—	—	—	2	16	2	—	2
Collisions	3	205	8	—	8	1	10,470	358	—	358	4	10,675	366	—	366
Other Causes	8	17	9	3	12	—	—	—	—	—	8	17	9	3	12
Missing Vessels	—	—	—	—	—	1	3	6	3	9	1	3	6	3	9
TOTAL	15	253	24	3	27	2	10,473	364*	3	367*	17	10,726	388*	6	394*

Note.—Lives lost in Vessels of the Royal Navy and in British Vessels not identified are included in this table.
* Includes 358 lives lost in H.M.S. "Victoria."

Sea Casualties to Unregistered Merchant Vessels belonging to British Possessions Abroad.

TABLE 41. **Totals**:—Statement showing the Number and Tonnage of **Unregistered Vessels belonging to British Possessions Abroad** (exclusive of Yachts and Fishing Vessels) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Founderings	13	791	—	—	—	—	13	791
Strandings	35	2,283	6	417	1	51	42	2,751
Collisions	3	106	1	50	4	515	8	671
Other Causes	—	—	2	109	—	—	2	109
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	51	3,180	9	576	5	566	65	4,322
(b.) Steam Vessels.								
Founderings	1	48	—	—	—	—	1	48
Strandings	—	—	—	—	1	1,200	1	1,200
Collisions	—	—	1	170	—	—	1	170
Other Causes	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	1	48	1	170	1	1,200	3	1,418
(c.) Total.								
Founderings	14	839	—	—	—	—	14	839
Strandings	35	2,283	6	417	2	1,251	43	3,951
Collisions	3	106	2	220	4	515	9	841
Other Causes	—	—	2	109	—	—	2	109
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	52	3,228	10	746	6	1,766	68	5,740

Note.—Government Vessels and unidentified Vessels belonging to British Possessions Abroad are included in this table.

Lives Lost by Sea Casualties to Unregistered Merchant Vessels belonging to British Possessions Abroad.

TABLE 42. **Seamen and Passengers Lost**:—Statement showing the Number of LIVES LOST IN **Unregistered Vessels belonging to British Possessions Abroad** (exclusive of Lives Lost in Yachts and Fishing Vessels) **by Sea Casualties which occurred to such Vessels** on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and the Number of Crew Lost from the Number of Passengers Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Founderings	3	205	19	—	19	—	—	—	—	—	3	205	19	—	19
Strandings	4	131	5	2	7	—	—	—	—	—	4	131	5	2	7
Collisions	3	106	5	—	5	—	—	—	—	—	3	106	5	—	5
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	10	442	29	2	31	—	—	—	—	—	10	442	29	2	31
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	1	71	1	—	1	—	—	—	—	—	1	71	1	—	1
TOTAL	1	71	1	—	1	—	—	—	—	—	1	71	1	—	1
(c.) Total.															
Founderings	3	205	19	—	19	—	—	—	—	—	3	205	19	—	19
Strandings	4	131	5	2	7	—	—	—	—	—	4	131	5	2	7
Collisions	3	106	5	—	5	—	—	—	—	—	3	106	5	—	5
Other Causes	1	71	1	—	1	—	—	—	—	—	1	71	1	—	1
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	11	513	30	2	32	—	—	—	—	—	11	513	30	2	32

Note.—Lives lost in Government Vessels and in unidentified Vessels belonging to British Possessions Abroad are included in this table.

Sea Casualties to Yachts and Pleasure Boats belonging to the United Kingdom.

TABLE 43. **Totals**:—Statement showing the Number and Tonnage of **Yachts and Pleasure Boats** (REGISTERED AND UNREGISTERED) **belonging to the United Kingdom** to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Founderings	5	35	—	—	—	—	5	35
Strandings	8	119	7	290	15	505	30	914
Collisions	2	3	11	493	14	425	27	921
Other Causes	1	26	15	535	10	218	26	779
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	16	183	33	1,318	39	1,148	88	2,649
(b.) Steam Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	2	93	5	1,347	6	337	13	1,777
Collisions	—	—	2	614	2	152	4	766
Other Causes	—	—	5	132	5	427	10	559
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	2	93	12	2,093	13	916	27	3,102
(c.) Total.								
Founderings	5	35	—	—	—	—	5	35
Strandings	10	212	12	1,637	21	842	43	2,691
Collisions	2	3	13	1,107	16	577	31	1,687
Other Causes	1	26	20	667	15	645	36	1,338
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	18	276	45	3,411	52	2,064	115	5,751

Note.—Only three casualties were reported during the year 1892-93 as having occurred to yachts belonging to British Possessions Abroad. One was a Total Loss through stranding of a sailing yacht of about five tons, attended with the loss of two passengers, and another was a "serious" casualty to a sailing yacht of about five tons through collision, attended with the loss of two crew. The third was a "serious" casualty (other causes) to a steam yacht of 19 tons, unattended with loss of life.

Lives Lost by Sea Casualties to Yachts and Pleasure Boats belonging to the United Kingdom.

TABLE 44. **Seamen and Passengers Lost**:—Statement showing the Number of LIVES LOST in **Yachts and Pleasure Boats** (REGISTERED AND UNREGISTERED) **belonging to the United Kingdom by Sea Casualties which occurred to such Vessels** on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from the Lives Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and the Number of Crew Lost from the Number of Passengers Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Founderings	2	5	4	2	6	—	—	—	—	—	2	5	4	2	6
Strandings	1	34	5	—	5	—	—	—	—	—	1	34	5	—	5
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	3	39	9	2	11	—	—	—	—	—	3	39	9	2	11
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	1	3	1	—	1	—	—	—	—	—	1	3	1	—	1
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	5	47	7	1	8	—	—	—	—	—	5	47	7	1	8
TOTAL	6	50	8	1	9	—	—	—	—	—	6	50	8	1	9
(c.) Total.															
Founderings	2	5	4	2	6	—	—	—	—	—	2	5	4	2	6
Strandings	2	37	6	—	6	—	—	—	—	—	2	37	6	—	6
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	5	47	7	1	8	—	—	—	—	—	5	47	7	1	8
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	9	89	17	3	20	—	—	—	—	—	9	89	17	3	20

See Note to Table 43.

Sea Casualties to Fishing Vessels belonging to the United Kingdom.

TABLE 45. **Totals:**—Statement showing the Number and Tonnage of **Fishing Vessels** (REGISTERED AND UNREGISTERED) **belonging to the United Kingdom** to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	(a.) Sailing Vessels.							
Founderings	17	454	—	—	—	—	17	454
Strandings	16	540	30	1,139	93	3,415	139	5,094
Collisions	13	403	118	5,970	477	27,544	608	33,917
Other Causes	4	81	101	5,551	272	13,098	377	18,730
Missing Vessels	5	153	—	—	—	—	5	153
TOTAL	55	1,631	249	12,660	842	44,057	1,146	58,348
	(b.) Steam Vessels.							
Founderings	—	—	—	—	—	—	—	—
Strandings	1	10	24	1,137	18	825	43	1,972
Collisions	1	55	9	507	44	2,691	54	3,253
Other Causes	—	—	44	1,517	36	1,858	80	3,375
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	2	65	77	3,161	98	5,374	177	8,600
	(c.) Total.							
Founderings	17	454	—	—	—	—	17	454
Strandings	17	550	54	2,276	111	4,240	182	7,066
Collisions	14	458	127	6,477	521	30,235	662	37,170
Other Causes	4	81	145	7,068	308	14,956	457	22,105
Missing Vessels	5	153	—	—	—	—	5	153
TOTAL	57	1,696	326	15,821	940	49,431	1,323	66,948

Lives Lost by Sea Casualties to Fishing Vessels belonging to the United Kingdom.

TABLE 46. **Seamen and Passengers Lost:** — Statement showing the Number of LIVES LOST IN **Fishing Vessels** (REGISTERED AND UNREGISTERED) **belonging to the United Kingdom by Sea Casualties which occurred to such Vessels** on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Founderings -	5	38	20	—	20	—	—	—	—	—	5	38	20	—	20
Strandings -	1	2	3	—	3	—	—	—	—	—	1	2	3	—	3
Collisions -	4	34	5	—	5	1	55	9	—	9	5	89	14	—	14
Other Causes -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	5	153	24	—	24	—	—	—	—	—	5	153	24	—	24
TOTAL -	15	227	52	—	52	1	55	9	—	9	16	282	61	—	61
(b.) Lives Lost in Vessels Partially Lost.															
Strandings -	2	12	2	—	2	—	—	—	—	—	2	12	2	—	2
Collisions -	2	78	2	—	2	—	—	—	—	—	2	78	2	—	2
Other Causes -	20	946	21	—	21	1	2	2	—	2	21	948	23	—	23
TOTAL -	24	1,036	25	—	25	1	2	2	—	2	25	1,038	27	—	27
(c.) Total.															
Founderings -	5	38	20	—	20	—	—	—	—	—	5	38	20	—	20
Strandings -	3	14	5	—	5	—	—	—	—	—	3	14	5	—	5
Collisions -	6	112	7	—	7	1	55	9	—	9	7	167	16	—	16
Other Causes -	20	946	21	—	21	1	2	2	—	2	21	948	23	—	23
Missing Vessels	5	153	24	—	24	—	—	—	—	—	5	153	24	—	24
TOTAL -	39	1,263	77	—	77	2	57	11	—	11	41	1,320	88	—	88

Deaths at Sea from all Causes in Fishing Vessels belonging to the United Kingdom.

TABLE 47. **Deaths at Sea from all Causes.—Grand Totals:**—Statement showing the **Total Number of Deaths at Sea in Fishing Vessels belonging to the United Kingdom,** arising from :—

(1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom, or were reported from Abroad during the Year 1892–93.

(2.) Accidents other than Wreck or Casualty reported during 1892–93.

(3.) Disease, Murder, Suicide, &c., reported during 1892–93,

and distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and the Deaths of Seamen from the Deaths of Passengers.

Cause of Death.	Deaths in Sailing Vessels.		Deaths in Steam Vessels.		Total.	
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Wrecks of and Casualties to the Vessels—see Table 46.	77	—	11	—	88	—
Accidents other than Wreck and Casualty	73	1	6	—	79	1
Disease, Murder, Homicide, Suicide, and Unknown Causes.	11	—	2	—	13	—
TOTAL	161	1	19	—	180	1

Sea Casualties to Fishing Vessels belonging to British Possessions Abroad.

TABLE 48. **Totals:**—Statement showing the Number and Tonnage of **Fishing Vessels** (REGISTERED AND UNREGISTERED) **belonging to British Possessions Abroad** to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
	(a.) Sailing Vessels.							
Founderings	5	127	—	—	—	—	5	127
Strandings	7	427	2	84	—	—	9	511
Collisions	—	—	—	—	2	119	2	119
Other Causes	—	—	2	132	2	146	4	278
Missing Vessels	2	147	—	—	—	—	2	147
TOTAL	14	701	4	216	4	265	22	1,182
	(b.) Steam Vessels.							
Founderings	—	—	—	—	—	—	—	—
Strandings	2	237	—	—	—	—	2	237
Collisions	—	—	—	—	—	—	—	—
Other Causes	—	—	1	41	—	—	1	41
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	2	237	1	41	—	—	3	278
	(c.) Total.							
Founderings	5	127	—	—	—	—	5	127
Strandings	9	664	2	84	—	—	11	748
Collisions	—	—	—	—	2	119	2	119
Other Causes	—	—	3	173	2	146	5	319
Missing Vessels	2	147	—	—	—	—	2	147
TOTAL	16	938	5	257	4	265	25	1,460

Lives Lost by Sea Casualties to Fishing Vessels belonging to British Possessions Abroad.

TABLE 48A. **Seamen and Passengers Lost**: — Statement showing the Number of LIVES LOST IN **Fishing Vessels** (REGISTERED AND UNREGISTERED) **belonging to British Possessions Abroad by Sea Casualties which occurred to such Vessels** on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total	No.	Tonnage.	Crew.	Passengers.	Total	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundings	2	15	2	9	11	—	—	—	—	—	2	15	2	9	11
Strandings	1	31	10	—	10	—	—	—	—	—	1	31	10	—	10
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	2	147	29	—	29	—	—	—	—	—	2	147	29	—	29
TOTAL	5	193	41	9	50	—	—	—	—	—	5	193	41	9	50
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	1	86	1	—	1	—	—	—	—	—	1	86	1	—	1
TOTAL	1	86	1	—	1	—	—	—	—	—	1	86	1	—	1
(c.) Total.															
Foundings	2	15	2	9	11	—	—	—	—	—	2	15	2	9	11
Strandings	1	31	10	—	10	—	—	—	—	—	1	31	10	—	10
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	1	86	1	—	1	—	—	—	—	—	1	86	1	—	1
Missing Vessels	2	147	29	—	29	—	—	—	—	—	2	147	29	—	29
TOTAL	6	279	42	9	51	—	—	—	—	—	6	279	42	9	51

Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.

TABLE 49. **Grand Totals**:—Statement showing the Number and Tonnage of **All Vessels** (registered and unregistered, Merchant and Fishing Vessels and Yachts) **belonging to the United Kingdom** to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1, 39, 43, and 45.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	(a.) Sailing Vessels.							
Founderings	58	13,076	—	—	—	—	58	13,076
Strandings	106	30,861	143	26,729	371	59,914	620	117,504
Collisions	45	4,882	278	37,389	802	111,842	1,125	154.113
Other Causes	18	12,805	335	151,672	819	285,013	1,172	449,490
Missing Vessels	28	19,820	—	—	—	—	28	19,820
TOTAL	255	81,444	756	215,790	1,992	456,769	3,003	754,003
	(b.) Steam Vessels.							
Founderings	6	3,402	—	—	—	—	6	3,402
Strandings	57	46,979	317	287,435	415	372,506	789	706,920
Collisions	22	23,142	188	156,715	407	319,783	617	499,640
Other Causes	11	4,650	530	498,811	609	564,631	1,150	1,068,092
Missing Vessels	4	5,708	—	—	—	—	4	5,708
TOTAL	100	83,881	1,035	942,961	1,431	1,256,920	2,566	2,283,762
	(c.) Total.							
Founderings	64	16,478	—	—	—	—	64	16,478
Strandings	163	77,840	460	314,164	786	432,420	1,409	824,424
Collisions	67	28,024	466	194,104	1,209	431,625	1,742	653,753
Other Causes	29	17,455	865	650,483	1,428	849,644	2,322	1,517,582
Missing Vessels	32	25,528	—	—	—	—	32	25,528
TOTAL	355	165,325	1,791	1,158,751	3,423	1,713,689	5,569	3,037,765

Table 50.

Lives Lost by Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.

TABLE 50. **Seamen and Passengers Lost.—Grand Totals:**—Statement showing the Number of LIVES LOST IN **Vessels of all Kinds** BELONGING TO **the United Kingdom by Sea Casualties which occurred to such Vessels** on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(Totals of Tables 12, 40, 44, and 46.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Founderings -	16	3,177	71	4	75	1	29	2	—	2	17	3,206	73	4	77
Strandings -	10	6,885	47	2	49	8	12,232	249	70	319	18	19,117	296	72	368
Collisions -	12	567	27	—	27	5	12,736	385	9	394	17	13,303	412	9	421
Other Causes -	3	4,723	22	—	22	1	816	1	—	1	4	5,539	23	—	23
Missing Vessels	28	19,820	384	10	394	4	5,708	121	6	127	32	25,528	505	16	521
TOTAL -	69	35,172	551	16	567	19	31,521	758	85	843	88	66,693	1,309	101	1,410
(b.) Lives Lost in Vessels Partially Lost.															
Strandings -	5	31	5	—	5	2	914	2	—	2	7	945	7	—	7
Collisions -	4	328	4	—	4	—	—	—	—	—	4	328	4	—	4
Other Causes -	67	33,827	86	4	90	27	38,751	39	5	44	94	72,578	125	9	134
TOTAL -	76	34,186	95	4	99	29	39,665	41	5	46	105	73,851	136	9	145
(c.) Total.															
Founderings -	16	3,177	71	4	75	1	29	2	—	2	17	3,206	73	4	77
Strandings -	15	6,916	52	2	54	10	13,146	251	70	321	25	20,062	303	72	375
Collisions -	16	895	31	—	31	5	12,736	385	9	394	21	13,631	416	9	425
Other Causes -	70	38,550	108	4	112	28	39,567	40	5	45	98	78,117	148	9	157
Missing Vessels	28	19,820	384	10	394	4	5,708	121	6	127	32	25,528	505	16	521
TOTAL -	145	69,358	646	20	666	48	71,186	799	90	889	193	140,544	1,445	110	1,555

Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.

TABLE 51. **Grand Totals**:—Statement showing the Number and Tonnage of **All Vessels** (registered and unregistered, Merchant and Fishing Vessels and Yachts) **belonging to British Possessions Abroad,** to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 19, 41, 48, and Note to Table 43.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	(a.) Sailing Vessels.							
Founderings	49	11,536	—	—	—	—	49	11,536
Strandings	170	24,174	92	22,953	40	15,113	302	62,240
Collisions	6	455	16	3,653	32	7,389	54	11,497
Other Causes	13	6,632	114	64,251	100	50,433	227	121,316
Missing Vessels	19	3,211	—	—	—	—	19	3,211
TOTAL	257	46,008	222	90,857	172	72,935	651	209,800
	(b.) Steam Vessels.							
Founderings	5	313	—	—	—	—	5	313
Strandings	10	1,403	18	6,549	27	11,518	55	19,470
Collisions	1	635	8	5,425	6	3,886	15	9,946
Other Causes	2	1,477	15	5,331	5	3,414	22	10,222
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	18	3,828	41	17,305	38	18,818	97	39,951
	(c.) Total.							
Founderings	54	11,849	—	—	—	—	54	11,849
Strandings	180	25,577	110	29,502	67	26,631	357	81,710
Collisions	7	1,090	24	9,078	38	11,275	69	21,443
Other Causes	15	8,109	129	69,582	105	53,847	249	131,538
Missing Vessels	19	3,211	—	—	—	—	19	3,211
TOTAL	275	49,836	263	108,162	210	91,753	748	249,751

Lives Lost by Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.

TABLE 52. **Seamen and Passengers Lost.—Grand Totals:**—Statement showing the Number of **Lives Lost in Vessels of all Kinds belonging to British Possessions Abroad by Sea Casualties which occurred to such Vessels** on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(Totals of Tables 29, 42, 48A, and Note to Table 43.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundernings	13	1,651	49	22	71	2	181	5	3	8	15	1,832	54	25	79
Strandings	22	2,776	66	5	71	1	19	2	—	2	23	2,795	68	5	73
Collisions	4	175	6	—	6	—	—	—	—	—	4	175	6	—	6
Other Causes	—	—	—	—	—	1	1,452	—	20	20	1	1,452	—	20	20
Missing Vessels	19	3,211	137	3	140	—	—	—	—	—	19	3,211	137	3	140
TOTAL	58	7,813	258	30	288	4	1,652	7	23	30	62	9,465	265	53	318
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	1	5	2	—	2	2	2,062	5	—	5	3	2,067	7	—	7
Other Causes	17	11,040	20	—	20	1	81	1	—	1	18	11,121	21	—	21
TOTAL	18	11,045	22	—	22	3	2,143	6	—	6	21	13,188	28	—	28
(c.) Total.															
Foundernings	13	1,651	49	22	71	2	181	5	3	8	15	1,832	54	25	79
Strandings	22	2,776	66	5	71	1	19	2	—	2	23	2,795	68	5	73
Collisions	5	180	8	—	8	2	2,062	5	—	5	7	2,242	13	—	13
Other Causes	17	11,040	20	—	20	2	1,533	1	20	21	19	12,573	21	20	41
Missing Vessels	19	3,211	137	3	140	—	—	—	—	—	19	3,211	137	3	140
TOTAL	76	18,858	280	30	310	7	3,795	13	23	36	83	22,653	293	53	346

Sea Casualties to British Vessels of all Kinds.

TABLE 53. **Grand Totals.—British Vessels of all Kinds.—Localities:**—Statement showing the Number of all Vessels (registered and unregistered, Merchant and Fishing Vessels and Yachts) belonging to the United Kingdom and British Possessions Abroad to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Foundrings.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head	1	2	8	13	23	6	10	10	26	1	6	21	28	—	10	24	44	78
Flamborough Head to North Foreland	2	11	33	54	98	12	110	213	335	—	31	95	126	—	25	174	362	561
North Foreland to St. Catherine's Point	7	4	14	30	48	5	22	33	60	—	10	35	45	—	16	46	98	160
St. Catherine's Point to Start Point	2	3	2	31	36	2	8	25	35	—	7	16	23	—	7	17	72	96
Start Point to Land's End	4	1	5	15	21	—	10	40	50	—	8	42	50	—	5	23	97	125
Land's End to Hartland Point (including Scilly Isles).	—	2	2	5	9	—	3	14	17	—	6	27	33	—	2	11	46	59
Hartland Point to St. David's Head	—	7	12	28	47	5	20	51	76	1	17	49	67	—	13	49	128	190
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	1	4	11	16	31	1	7	34	42	—	6	31	37	—	6	24	81	111
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	7	21	18	90	129	8	8	46	62	2	23	59	84	—	38	49	195	282
Cape Wrath to Buchanness	7	10	9	25	44	—	5	13	18	—	14	16	30	—	17	28	54	99
Buchanness to Fern Islands	5	5	2	17	24	1	7	19	27	—	6	27	33	—	11	15	63	89
All other parts of the Coast	1	9	16	32	57	1	10	29	40	4	10	41	55	—	15	36	102	153
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8	—	—	8
Total on or near the Coasts of the United Kingdom	37	79	132	356	567	41	220	527	788	8	144	459	611	8	173	496	1,342	2,011
On or near the Coasts of British Possessions Abroad.	23	127	69	23	219	3	5	23	31	1	11	18	30	—	154	85	64	303
On or near the Coasts of Foreign Countries	—	69	34	32	135	2	8	19	29	4	9	16	29	—	75	51	67	193
In Oceans and Seas	47	1	—	—	1	5	61	265	331	18	285	426	729	39	110	346	691	1,147
Total Abroad	70	197	103	55	355	10	74	307	391	23	305	460	788	39	339	482	822	1,643
GRAND TOTAL	107	276	235	411	922	51	294	834	1,179	31	449	919	1,399	47	512	978	2,164	3,654

(b.) Steam Vessels.

Fern Islands to Flamborough Head	—	3	18	13	34	2	9	23	34	1	26	14	41	—	6	53	50	109
Flamborough Head to North Foreland	—	2	17	49	68	5	39	107	151	—	29	29	58	—	7	85	185	277
North Foreland to St. Catherine's Point	—	1	3	14	18	1	14	20	35	—	14	13	27	—	2	31	47	80
St. Catherine's Point to Start Point	—	—	3	5	8	—	2	7	9	—	13	8	21	—	—	18	20	38
Start Point to Land's End	—	1	2	1	4	1	2	5	8	—	14	5	19	—	2	18	11	31
Land's End to Hartland Point (including Scilly Isles).	—	1	1	3	5	2	2	6	10	—	12	12	24	—	3	15	21	39
Hartland Point to St. David's Head	—	3	17	35	55	—	25	43	68	2	28	32	62	—	5	70	110	185
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	2	9	1	12	—	2	2	4	—	11	11	22	—	2	22	14	38
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	1	2	33	45	80	1	15	23	39	—	28	29	57	—	4	76	97	177
Cape Wrath to Buchanness	—	—	9	6	15	—	—	2	2	—	6	5	11	—	—	15	13	28
Buchanness to Fern Islands	1	1	12	24	37	1	1	11	13	1	8	13	22	—	4	21	48	73
All other parts of the Coast	—	7	14	13	34	1	1	8	10	—	18	24	42	—	8	33	45	86
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1
Total on or near the Coasts of the United Kingdom	2	23	138	209	370	14	112	257	383	4	207	195	406	1	44	457	661	1,162
On or near the Coasts of British Possessions Abroad.	3	14	31	38	83	—	6	19	25	1	11	7	19	—	18	48	64	130
On or near the Coasts of Foreign Countries	1	30	166	193	389	4	50	77	131	2	34	51	87	—	37	250	321	608
In Oceans and Seas	5	—	—	2	2	5	28	60	93	6	293	361	660	3	19	321	423	763
Total Abroad	9	44	197	233	474	9	84	156	249	9	338	419	766	3	74	619	808	1,501
GRAND TOTAL	11	67	335	442	844	23	196	413	632	13	545	614	1,172	4	118	1,076	1,469	2,663

(c.) Total.

Fern Islands to Flamborough Head	1	5	26	26	57	8	19	33	60	2	32	35	69	—	16	77	94	187
Flamborough Head to North Foreland	2	13	50	103	166	17	149	320	486	—	60	124	184	—	32	259	547	838
North Foreland to St. Catherine's Point	7	5	17	44	66	6	36	53	95	—	24	48	72	—	18	77	145	240
St. Catherine's Point to Start Point	2	3	5	36	44	2	10	32	44	—	20	24	44	—	7	35	92	134
Start Point to Land's End	4	2	7	16	25	1	12	45	58	—	22	47	69	—	7	41	108	156
Land's End to Hartland Point (including Scilly Isles).	—	3	3	8	14	2	5	20	27	—	18	39	57	—	5	26	67	98
Hartland Point to St. David's Head	—	10	29	63	102	5	45	94	144	3	45	81	129	—	18	119	238	375
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	1	6	20	17	43	1	9	36	46	—	17	42	59	—	8	46	95	149
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	8	23	51	135	209	9	23	69	101	2	51	88	141	—	42	125	292	459
Cape Wrath to Buchanness	7	10	18	31	59	—	5	15	20	—	20	21	41	—	17	43	67	127
Buchanness to Fern Islands	6	6	14	41	61	2	8	30	40	1	14	40	55	—	15	36	111	162
All other parts of the Coast	1	16	30	45	91	2	11	37	50	4	28	65	97	—	23	69	147	239
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	9	9	—	—	9
Total on or near the Coasts of the United Kingdom	39	102	270	565	937	55	332	784	1,171	12	351	654	1,017	9	217	953	2,003	3,173
On or near the Coasts of British Possessions Abroad.	26	141	100	61	302	3	11	42	56	2	22	25	49	—	172	133	128	433
On or near the Coasts of Foreign Countries	1	99	200	225	524	6	58	96	160	6	43	67	116	—	112	301	388	801
In Oceans and Seas	52	1	—	2	3	10	89	325	424	24	578	787	1,389	42	129	667	1,114	1,910
Total Abroad	79	241	300	288	829	19	158	463	640	32	643	879	1,554	42	413	1,101	1,630	3,144
GRAND TOTAL	118	343	570	853	1,766	74	490	1247	1,811	44	994	1,533	2,571	51	630	2,054	3,633	6,317

Lives Lost by Sea Casualties to British Vessels of all Kinds.

TABLE 54. **Seamen and Passengers Lost by Sea Casualties to British Vessels of all Kinds.—Grand Totals:**—Statement showing the Number of LIVES LOST in Vessels of all Kinds belonging to the UNITED KINGDOM and BRITISH POSSESSIONS ABROAD by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Founderings.				Strandings.				Collisions.				Other Causes.				Missing Vessels.				Total.			
	Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
Fern Islands to Flamborough Head	—	—	—	—	1	3	—	3	2	2	—	2	1	1	—	1	—	—	—	—	4	6	—	6
Flamborough Head to North Foreland	—	—	—	—	—	—	—	—	6	10	—	10	5	6	—	6	—	—	—	—	11	16	—	16
North Foreland to St. Catherine's Point	1	3	—	3	1	1	—	1	3	9	—	9	5	7	1	8	—	—	—	—	10	20	1	21
St. Catherine's Point to Start Point	—	—	—	—	—	—	—	—	2	6	—	6	1	1	—	1	—	—	—	—	3	7	—	7
Start Point to Land's End	1	2	—	2	—	—	—	—	—	—	—	—	1	3	—	3	—	—	—	—	2	5	—	5
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	—	—	—	1	1	—	1
Hartland Point to St. David's Head	—	—	—	—	—	—	—	—	—	—	—	—	4	4	1	5	—	—	—	—	4	4	1	5
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	2	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	19	2	21	1	6	—	6	1	2	—	2	5	7	—	7	—	—	—	—	10	34	2	36
Cape Wrath to Buchanness	4	15	2	17	—	—	—	—	—	—	—	—	4	3	2	5	—	—	—	—	8	18	4	22
Buchanness to Fern Islands	3	9	—	9	1	3	—	3	—	—	—	—	—	—	—	—	—	—	—	—	4	12	—	12
All other parts of the Coast	1	2	—	2	4	4	—	4	—	—	—	—	1	2	—	2	—	—	—	—	6	8	—	8
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	35	1	36	8	35	1	36
Total on or near the Coasts of the United Kingdom	13	50	4	54	10	19	—	19	14	29	—	29	28	35	4	39	8	35	1	36	73	168	9	177
On or near the Coasts of British Possessions Abroad.	5	20	18	38	19	82	7	89	3	5	—	5	3	5	—	5	—	—	—	—	30	112	25	137
On or near the Coasts of Foreign Countries.	—	—	—	—	8	17	—	17	—	—	—	—	2	10	—	10	—	—	—	—	10	27	—	27
In Oceans and Seas	11	50	4	54	—	—	—	—	4	5	—	5	54	78	—	78	39	486	12	498	108	619	16	635
Total Abroad	16	70	22	92	27	99	7	106	7	10	—	10	59	93	—	93	39	486	12	498	148	758	41	799
GRAND TOTAL	29	120	26	146	37	118	7	125	21	39	—	39	87	128	4	132	47	521	13	534	221	926	50	976

(b.) Lives Lost in Steam Vessels.

Fern Islands to Flamborough Head	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	2	—	—	—	—	1	2	—	2
Flamborough Head to North Foreland	—	—	—	—	1	7	—	7	1	—	1	1	—	—	—	—	—	—	—	—	2	7	1	8
North Foreland to St. Catherine's Point	—	—	—	—	—	—	—	—	1	2	—	2	—	—	—	—	—	—	—	—	1	2	—	2
St. Catherine's Point to Start Point	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End	—	—	—	—	1	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	1	16	8	24	—	—	—	—	—	—	—	—	1	16	8	24
Hartland Point to St. David's Head	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	1	2	—	2	—	—	—	—	—	—	—	—	1	1	—	1	—	—	—	—	2	3	—	3
Cape Wrath to Buchanness	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	2	—	—	—	—	1	2	—	2
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	6	3	9	1	6	3	9
Total on or near the Coasts of the United Kingdom	1	2	—	2	2	8	—	8	3	18	9	27	3	5	—	5	1	6	3	9	10	39	12	51
On or near the Coasts of British Possessions Abroad.	1	4	—	4	2	16	1	17	—	—	—	—	2	2	—	2	—	—	—	—	5	22	1	23
On or near the Coasts of Foreign Countries.	—	—	—	—	7	229	69	298	2	5	—	5	2	2	—	2	—	—	—	—	11	236	69	305
In Oceans and Seas	1	1	3	4	—	—	—	—	2	367	—	367	23	32	25	57	3	115	3	118	29	515	31	546
Total Abroad	2	5	3	8	9	245	70	315	4	372	—	372	27	36	25	61	3	115	3	118	45	773	101	874
GRAND TOTAL	3	7	3	10	11	253	70	323	7	390	9	399	30	41	25	66	4	121	6	127	55	812	113	925

(c.) Total.

Fern Islands to Flamborough Head	—	—	—	—	1	3	—	3	2	2	—	2	2	3	—	3	—	—	—	—	5	8	—	8
Flamborough Head to North Foreland	—	—	—	—	1	7	—	7	7	10	1	11	5	6	—	6	—	—	—	—	13	23	1	24
North Foreland to St. Catherine's Point	1	3	—	3	1	1	—	1	4	11	—	11	5	7	1	8	—	—	—	—	11	22	1	23
St. Catherine's Point to Start Point	—	—	—	—	—	—	—	—	2	6	—	6	1	1	—	1	—	—	—	—	3	7	—	7
Start Point to Land's End	1	2	—	2	1	1	—	1	—	—	—	—	1	3	—	3	—	—	—	—	3	6	—	6
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	1	16	8	24	1	1	—	1	—	—	—	—	2	17	8	25
Hartland Point to St. David's Head	—	—	—	—	—	—	—	—	—	—	—	—	4	4	1	5	—	—	—	—	4	4	1	5
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	2	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	4	21	2	23	1	6	—	6	1	2	—	2	6	8	—	8	—	—	—	—	12	37	2	39
Cape Wrath to Buchanness	4	15	2	17	—	—	—	—	—	—	—	—	4	3	2	5	—	—	—	—	8	18	4	22
Buchanness to Fern Islands	3	9	—	9	1	3	—	3	—	—	—	—	—	—	—	—	—	—	—	—	4	12	—	12
All other parts of the Coast	1	2	—	2	4	4	—	4	—	—	—	—	2	4	—	4	—	—	—	—	7	10	—	10
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9	41	4	45	9	41	4	45
Total on or near the Coasts of the United Kingdom	14	52	4	56	12	27	—	27	17	47	9	56	31	40	4	44	9	41	4	45	83	207	21	226
On or near the Coasts of British Possessions Abroad.	6	24	18	42	21	98	8	106	3	5	—	5	5	7	—	7	—	—	—	—	35	134	26	160
On or near the Coasts of Foreign Countries.	—	—	—	—	15	246	69	315	2	5	—	5	4	12	—	12	—	—	—	—	21	263	69	332
In Oceans and Seas	12	51	7	58	—	—	—	—	6	372	—	372	77	110	25	135	42	601	15	616	137	1,134	47	1,181
Total Abroad	18	75	25	100	36	344	77	421	11	382	—	382	86	129	25	154	42	601	15	616	193	1,531	142	1,672
GRAND TOTAL	32	127	29	156	48	371	77	448	28	429	9	438	117	169	29	198	51	642	19	661	276	1,738	163	1,901

Sea Casualties to Foreign Vessels.

TABLE 55. **Totals:**—Statement showing the Number and Tonnage of **Foreign Vessels** to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Sea Casualties on or near the Coasts of British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Founderings	8	629	—	—	—	—	8	629
Strandings	75	21,933	35	12,253	54	21,220	164	55,406
Collisions	5	679	22	11,363	52	21,214	79	33,256
Other Causes	3	641	14	3,865	60	27,535	77	32,041
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	91	23,882	71	27,481	166	69,969	328	121,332
(b.) Steam Vessels.								
Founderings	2	1,059	—	—	—	—	2	1,059
Strandings	5	2,585	17	15,073	17	12,545	39	30,203
Collisions	1	711	6	3,057	34	30,074	41	33,842
Other Causes	1	286	9	6,671	14	8,060	24	15,017
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	9	4,641	32	24,801	65	50,679	106	80,121
(c.) Total.								
Founderings	10	1,688	—	—	—	—	10	1,688
Strandings	80	24,518	52	27,326	71	33,765	203	85,609
Collisions	6	1,390	28	14,420	86	51,288	120	67,098
Other Causes	4	927	23	10,536	74	35,595	101	47,058
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	100	28,523	103	52,282	231	120,648	434	201,453

Lives Lost by Sea Casualties to Foreign Vessels.

TABLE 56. **Seamen and Passengers Lost:**—Statement showing the Number of Lives Lost by **Sea Casualties which occurred to Foreign Vessels** on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred to such Vessels on or near the Coasts of British Possessions Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Founderings	5	232	26	—	26	1	308	12	—	12	6	540	38	—	38
Strandings	8	2,622	52	1	53	1	891	—	1	1	9	3,513	52	2	54
Collisions	2	438	1	1	2	—	—	—	—	—	2	438	1	1	2
Other Causes	1	195	5	—	5	—	—	—	—	—	1	195	5	—	5
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	16	3,487	84	2	86	2	1,199	12	1	13	18	4,686	96	3	99
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(c.) Total.															
Founderings	5	232	26	—	26	1	308	12	—	12	6	540	38	—	38
Strandings	8	2,622	52	1	53	1	891	—	1	1	9	3,513	52	2	54
Collisions	2	438	1	1	2	—	—	—	—	—	2	438	1	1	2
Other Causes	1	195	5	—	5	—	—	—	—	—	1	195	5	—	5
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	16	3,487	84	2	86	2	1,199	12	1	13	18	4,686	96	3	99

Sea Casualties to British and Foreign Vessels.

TABLE 57. **Grand Totals.—Vessels of all Kinds—British and Foreign:**—Statement showing the Number of all BRITISH AND FOREIGN VESSELS to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, together with the Number of British Vessels reported during the same period as having met with Sea Casualties Abroad, and the Number of Foreign Vessels reported as having met with Sea Casualties on or near the Coasts of British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and the LOCALITIES where the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Foundrings.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head	1	3	10	16	29	6	10	11	27	1	6	23	30	—	11	26	50	87
Flamborough Head to North Foreland	2	17	41	65	123	13	116	231	360	—	32	108	140	—	32	189	404	625
North Foreland to St. Catherine's Point	8	4	17	36	57	5	28	42	75	1	12	40	53	—	18	57	118	193
St. Catherine's Point to Start Point	2	3	2	32	37	2	10	25	37	—	7	18	25	—	7	19	75	101
Start Point to Land's End	4	1	5	16	22	1	11	41	53	—	8	44	52	—	6	24	101	131
Land's End to Hartland Point (including Scilly Isles).	—	3	2	5	10	1	3	17	21	—	6	28	34	—	4	11	50	65
Hartland Point to St. David's Head	1	9	15	36	60	5	24	60	89	1	19	55	75	—	16	58	151	225
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	1	4	11	18	33	1	7	34	42	—	7	32	39	—	6	25	84	115
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	7	24	20	95	139	8	9	47	64	2	26	70	98	—	41	55	212	308
Cape Wrath to Buchanness	7	10	10	26	46	—	5	13	18	—	14	18	32	—	17	29	57	103
Buchanness to Fern Islands	5	7	5	24	36	2	9	25	36	1	7	31	39	—	15	21	80	116
All other parts of the Coast	1	13	16	36	65	1	10	31	42	4	10	47	61	—	19	36	114	169
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8	—	—	8
Total on or near the Coasts of the United Kingdom	39	98	154	405	657	45	242	577	864	10	154	514	678	8	200	550	1,496	2,246
On or near the Coasts of British Possessions Abroad.	29	183	82	28	293	4	5	25	34	2	11	18	31	—	218	98	71	387
On or near the Coasts of Foreign Countries	—	69	34	32	135	2	8	19	29	4	9	16	29	—	75	51	67	193
In Oceans and Seas	47	1	—	—	1	5	61	265	331	18	289	431	738	39	110	350	696	1,156
Total Abroad	76	253	116	60	429	11	74	309	394	24	309	465	798	39	403	499	834	1,736
GRAND TOTAL	115	351	270	465	1,086	56	316	886	1,258	34	463	979	1,476	47	603	1,049	2,330	3,982

(b.) Steam Vessels.

Fern Islands to Flamborough Head	—	4	23	16	43	2	10	24	36	1	26	16	43	—	7	59	56	122
Flamborough Head to North Foreland	1	2	21	53	76	5	40	118	163	—	30	29	59	—	8	91	200	299
North Foreland to St. Catherine's Point	—	1	3	17	21	2	15	28	45	—	16	15	31	—	3	34	60	97
St. Catherine's Point to Start Point	—	—	3	5	8	—	3	9	12	—	13	9	22	—	—	19	23	42
Start Point to Land's End	—	1	3	1	5	1	3	5	9	—	14	6	20	—	2	20	12	34
Land's End to Hartland Point (including Scilly Isles).	—	1	1	3	5	2	2	6	10	—	13	12	25	—	3	16	21	40
Hartland Point to St. David's Head	—	3	18	37	58	—	25	47	72	2	29	33	64	—	5	72	117	194
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	—	2	9	1	12	—	2	4	6	—	12	11	23	—	2	23	16	41
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	1	2	33	45	80	1	15	26	42	—	30	32	62	—	4	78	103	185
Cape Wrath to Buchanness	1	1	9	6	16	—	—	2	2	—	6	6	12	—	2	15	14	31
Buchanness to Fern Islands	1	1	13	27	41	1	1	11	13	1	8	14	23	—	4	22	52	78
All other parts of the Coast	—	7	14	14	35	1	2	8	11	—	18	25	43	—	8	34	47	89
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1
Total on or near the Coasts of the United Kingdom	4	25	150	225	400	15	118	288	421	4	215	208	427	1	49	483	721	1,253
On or near the Coasts of British Possessions Abroad.	3	17	36	39	92	—	6	22	28	2	11	8	21	—	22	53	69	144
On or near the Coasts of Foreign Countries	1	30	166	193	389	4	50	77	131	2	34	51	87	—	37	250	321	608
In Oceans and Seas	5	—	—	2	2	5	28	60	93	6	294	361	661	3	19	322	423	764
Total Abroad	9	47	202	234	483	9	84	159	252	10	339	420	769	3	78	625	813	1,516
GRAND TOTAL	13	72	352	459	883	24	202	447	673	14	554	628	1,196	4	127	1,108	1,534	2,769

(c.) Total.

Fern Islands to Flamborough Head	1	7	33	32	72	8	20	35	63	2	32	39	73	—	18	85	106	209
Flamborough Head to North Foreland	3	19	62	118	199	18	156	349	523	—	62	137	199	—	40	280	604	924
North Foreland to St. Catherine's Point	8	5	20	53	78	7	43	70	120	1	28	55	84	—	21	91	178	290
St. Catherine's Point to Start Point	2	3	5	37	45	2	13	34	49	—	20	27	47	—	7	38	98	143
Start Point to Land's End	4	2	8	17	27	2	14	46	62	—	22	50	72	—	8	44	113	165
Land's End to Hartland Point (including Scilly Isles).	—	4	3	8	15	3	5	23	31	—	19	40	59	—	7	27	71	105
Hartland Point to St. David's Head	1	12	33	73	118	5	49	107	161	3	48	88	139	—	21	130	268	419
St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).	1	6	20	19	45	1	9	38	48	—	19	43	62	—	8	48	100	156
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	8	26	53	140	219	9	24	73	106	2	56	102	160	—	45	133	315	493
Cape Wrath to Buchanness	8	11	19	32	62	—	5	15	20	—	20	24	44	—	19	44	71	134
Buchanness to Fern Islands	6	8	18	51	77	3	10	36	49	2	15	45	62	—	19	43	132	194
All other parts of the Coast	1	20	30	50	100	2	12	39	53	4	28	72	104	—	27	70	161	258
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	9	9	—	—	9
Total on or near the Coasts of the United Kingdom	43	123	304	630	1,057	60	360	865	1,285	14	369	722	1,105	9	249	1,033	2,217	3,499
On or near the Coasts of British Possessions Abroad.	32	200	118	67	385	4	11	47	62	4	22	26	52	—	240	151	140	531
On or near the Coasts of Foreign Countries	1	99	200	225	524	6	58	96	160	3	43	67	116	—	112	301	388	801
In Oceans and Seas	52	1	—	2	3	10	89	325	424	24	583	792	1,399	42	129	672	1,119	1,920
Total Abroad	85	300	318	294	912	20	158	468	646	34	648	885	1,567	42	481	1,124	1,647	3,252
GRAND TOTAL	128	423	622	924	1,969	80	518	1333	1,931	48	1017	1,607	2,672	51	730	2,157	3,864	6,751

Lives Lost by Sea Casualties to British and Foreign Vessels.

TABLE 58. **Seamen and Passengers Lost by Sea Casualties.—Grand Totals:—** Statement showing the Total Number of LIVES LOST in BRITISH AND FOREIGN Vessels by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred to British Vessels Abroad or to Foreign Vessels on or near the Coasts of British Possessions Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Founderings.				Strandings.				Collisions.				Other Causes.				Missing Vessels.				Total.			
	Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
Fern Islands to Flamborough Head	—	—	—	—	1	3	—	3	2	2	—	2	1	1	—	1	—	—	—	—	4	6	—	6
Flamborough Head to North Foreland	—	—	—	—	1	4	—	4	6	10	—	10	5	6	—	6	—	—	—	—	12	20	—	20
North Foreland to St. Catherine's Point	1	3	—	3	1	1	—	1	3	9	—	9	5	7	1	8	—	—	—	—	10	20	1	21
St. Catherine's Point to Start Point	—	—	—	—	—	—	—	—	2	6	—	6	1	1	—	1	—	—	—	—	3	7	—	7
Start Point to Land's End	1	2	—	2	—	—	—	—	—	—	—	—	1	3	—	3	—	—	—	—	2	5	—	5
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	1	1	—	1	1	1	—	1	—	—	—	—	2	2	—	2
Hartland Point to St. David's Head	—	—	—	—	—	—	—	—	—	—	—	—	4	4	1	5	—	—	—	—	4	4	1	5
St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesea.	—	—	—	—	2	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2
Skerries, Anglesea, and Lambay Island to Fair Head and Mull of Cantire.	3	19	2	21	3	32	—	32	1	2	—	2	5	7	—	7	—	—	—	—	12	60	2	62
Cape Wrath to Buchanness	4	15	2	17	—	—	—	—	—	—	—	—	4	3	2	5	—	—	—	—	8	18	4	22
Buchanness to Fern Islands	3	9	—	9	1	3	—	3	—	—	—	—	—	—	—	—	—	—	—	—	4	12	—	12
All other parts of the Coast	1	2	—	2	5	7	1	8	—	—	—	—	1	2	—	2	—	—	—	—	7	11	1	12
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	35	1	36	8	35	1	36
Total on or near the Coasts of the United Kingdom	13	50	4	54	14	52	1	53	15	30	—	30	28	35	4	39	8	35	1	36	78	202	10	212
On or near the Coasts of British Possessions Abroad.	10	46	18	64	23	101	7	108	4	5	1	6	4	10	—	10	—	—	—	—	41	162	26	188
On or near the Coasts of Foreign Countries.	—	—	—	—	8	17	—	17	—	—	—	—	2	10	—	10	—	—	—	—	10	27	—	27
In Oceans and Seas	11	50	4	54	—	—	—	—	4	5	—	5	54	78	—	78	39	486	12	498	108	619	16	635
Total Abroad	21	96	22	118	31	118	7	125	8	10	1	11	60	93	—	93	39	486	12	498	159	803	42	850
GRAND TOTAL	34	146	26	172	45	170	8	178	23	40	1	41	88	133	4	137	47	521	13	534	237	1,010	52	1,062

(b.) Lives Lost in Steam Vessels.

Localities.	Founderings.				Strandings.				Collisions.				Other Causes.				Missing Vessels.				Total.			
	Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
Fern Islands to Flamborough Head	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	2	—	—	—	—	1	2	—	2
Flamborough Head to North Foreland	—	—	—	—	1	7	—	7	1	—	1	1	—	—	—	—	—	—	—	—	2	7	1	8
North Foreland to St. Catherine's Point	—	—	—	—	—	—	—	—	1	2	—	2	—	—	—	—	—	—	—	—	1	2	—	2
St. Catherine's Point to Start Point	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End	—	—	—	—	1	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	1	16	8	24	—	—	—	—	—	—	—	—	1	16	8	24
Hartland Point to St. David's Head	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesea.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries, Anglesea, and Lambay Island to Fair Head and Mull of Cantire.	1	2	—	2	—	—	—	—	—	—	—	—	1	1	—	1	—	—	—	—	2	3	—	3
Cape Wrath to Buchanness	1	12	—	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	12	—	12
Buchanness to Fern Islands	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	2	—	—	—	—	1	2	—	2
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	6	3	9	1	6	3	9
Total on or near the Coasts of the United Kingdom	2	14	—	14	2	8	—	8	3	18	9	27	3	5	—	5	1	6	3	9	11	51	12	63
On or near the Coasts of British Possessions Abroad.	1	4	—	4	3	16	2	18	—	—	—	—	2	2	—	2	—	—	—	—	6	22	2	24
On or near the Coasts of Foreign Countries.	—	—	—	—	7	229	69	298	2	5	—	5	2	2	—	2	—	—	—	—	11	236	69	305
In Oceans and Seas	1	1	3	4	—	—	—	—	2	367	—	367	23	32	25	57	3	115	3	118	29	515	31	546
Total Abroad	2	5	3	8	10	245	71	316	4	372	—	372	27	36	25	61	3	115	3	118	46	773	102	875
GRAND TOTAL	4	19	3	22	12	253	71	324	7	390	9	399	30	41	25	66	4	121	6	127	57	824	114	938

(c.) Total.

Localities.	Founderings.				Strandings.				Collisions.				Other Causes.				Missing Vessels.				Total.			
	Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
Fern Islands to Flamborough Head	—	—	—	—	1	3	—	3	2	2	—	2	2	3	—	3	—	—	—	—	5	8	—	8
Flamborough Head to North Foreland	—	—	—	—	2	11	—	11	7	10	1	11	5	6	—	6	—	—	—	—	14	27	1	28
North Foreland to St. Catherine's Point	1	3	—	3	1	1	—	1	4	11	—	11	5	7	1	8	—	—	—	—	11	22	1	23
St. Catherine's Point to Start Point	—	—	—	—	—	—	—	—	2	6	—	6	1	1	—	1	—	—	—	—	3	7	—	7
Start Point to Land's End	1	2	—	2	1	1	—	1	—	—	—	—	1	3	—	3	—	—	—	—	2	6	—	6
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	2	17	8	25	1	1	—	1	—	—	—	—	3	18	8	26
Hartland Point to St. David's Head	—	—	—	—	—	—	—	—	—	—	—	—	4	4	1	5	—	—	—	—	4	4	1	5
St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesea.	—	—	—	—	2	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2
Skerries, Anglesea, and Lambay Island to Fair Head and Mull of Cantire.	4	21	2	23	3	32	—	32	1	2	—	2	6	8	—	8	—	—	—	—	14	63	2	65
Cape Wrath to Buchanness	5	27	2	29	—	—	—	—	—	—	—	—	4	3	2	5	—	—	—	—	9	30	4	34
Buchanness to Fern Islands	3	9	—	9	1	3	—	3	—	—	—	—	—	—	—	—	—	—	—	—	4	12	—	12
All other parts of the Coast	1	2	—	2	5	7	1	8	—	—	—	—	2	4	—	4	—	—	—	—	8	13	1	14
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9	41	4	45	9	41	4	45
Total on or near the Coasts of the United Kingdom	15	64	4	68	16	60	1	61	18	48	9	57	31	40	4	44	9	41	4	45	89	253	22	275
On or near the Coasts of British Possessions Abroad.	11	50	18	68	26	117	9	126	4	5	1	6	6	12	—	12	—	—	—	—	47	184	28	212
On or near the Coasts of Foreign Countries.	—	—	—	—	15	246	69	315	2	5	—	5	4	12	—	12	—	—	—	—	21	263	69	332
In Oceans and Seas	12	51	7	58	—	—	—	—	6	372	—	372	77	110	25	135	42	601	15	616	137	1,134	47	1,181
Total Abroad	23	101	25	126	41	363	78	441	12	382	1	383	87	134	25	159	42	601	15	616	205	1,581	144	1,725
GRAND TOTAL	38	165	29	194	57	423	79	502	30	430	10	440	118	174	29	203	51	642	19	661	294	1,834	166	2,000

Tables 59, 60, and 61.

Collisions at Sea between Vessels of all Kinds at Home and Abroad.

TABLE 59. **Collisions at Sea.—Nationality of Vessels (British or Foreign), and whether Sailing or Steam:**—Statement showing the NUMBER of COLLISIONS which occurred on or near the COASTS of the UNITED KINGDOM during the Year ended 30th June 1893, or were reported during the same period as having occurred to BRITISH VESSELS Abroad, or to FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS Abroad, distinguishing Collisions between BRITISH VESSELS from Collisions between BRITISH VESSELS and FOREIGN VESSELS, and showing also the Number of Collisions between FOREIGN VESSELS, and further distinguishing Collisions resulting in the TOTAL* Loss of one or both Vessels from those resulting in Partial Loss of both Vessels.

Result of Collision.	Collisions between British Vessels.			Collisions between British and Foreign Vessels.				Total Number of Collisions in which British Vessels were involved.	No. of Collisions between Foreign Vessels.	Total of all Collisions.
	Between Sailing Vessels.	Between Steamers.	Between a Sailing Vessel and a Steamer.	Between a British Sailing Vessel and a Foreign Sailing Vessel.	Between a British Steamer and a Foreign Sailing Vessel.	Between a British Sailing Vessel and a Foreign Steamer.	Between a British Steamer and a Foreign Steamer.			
Total loss	16	16	30	3	4	3	5	77	1	78
Partial damage	414	96	198	77	92	26	73	976	8	984
Total	430	112	228	80	96	29	78	1,053	9	1,062

* As collisions sometimes occur in which both the vessels are totally lost, the number of collisions resulting in total loss, as shown in this Table will not be found to correspond with the actual number of ships totally lost by collision.

Collisions at Sea.

TABLE 60. **Time of Collisions, *i.e.*, Day or Night:**—Statement showing the NUMBER of COLLISIONS which occurred on or near the COASTS of the UNITED KINGDOM during the Year ended 30th June 1893, or were reported during the same period as having occurred to BRITISH VESSELS Abroad, or to FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS Abroad, distinguishing Collisions by DAY from Collisions by NIGHT, and further distinguishing Collisions happening with Both Vessels under Weigh from those happening with one Vessel under Weigh and the other at Anchor, and Collisions arising from Vessels breaking from Anchors, &c.

Time and Result of Collision.	Collisions between Two Steam Vessels.		Collisions between Two Sailing Vessels.		Collisions between a Steam Vessel and a Sailing Vessel.			Collisions between Vessels at Anchor or Moorings.	Total.
	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	Steam Vessel under Weigh and Sailing Vessel at Anchor.	Sailing Vessel under Weigh and Steam Vessel at Anchor.		
Day — Total loss	11	—	6	1	10	—	—	1	29
Day — Partial damage	54	25	174	63	99	15	16	31	477
Day — Total	65	25	180	64	109	15	16	32	506
Night — Total loss	9	1	11	2	21	3	2	—	49
Night — Partial damage	43	21	153	75	118	49	14	34	507
Night — Total	52	22	164	77	139	52	16	34	556
TOTAL.									
Total loss	20	1	17	3	31	3	2	1	78
Partial damage	97	46	327	138	217	64	30	65	984
Total	117	47	344	141	248	67	32	66	1,062

Note.—In 3 cases of collision between vessels under weigh resulting in total loss, and in 140 cases resulting in partial damage, one or both of the vessels were fishing vessels with trawls or nets down. Of these 143 collisions, 48 occurred in daylight and 95 at night.

Collisions at Sea.

TABLE 61. **Collisions.—Causes as far as reported:**—Statement showing the NUMBER of COLLISIONS which occurred on or near the COASTS of the UNITED KINGDOM during the Year ended 30th June 1893, or were reported during the same period as having occurred to BRITISH VESSELS Abroad, or to FOREIGN VESSELS on the COASTS of BRITISH POSSESSIONS Abroad, showing also, when known, the CAUSES to which the Collisions were attributed.

Result of Collision.	Parting Cables, Dragging Anchors, Breaking, Sheer, and Fouling.	Missing Stays.	Anchoring in a Foul Berth.	Want of Sea Room, or Crowded Navigation.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show Lights.	Neglect or Misapprehension of Steering and Sailing Rules.	Error of Pilot.	Want of Seamanship.	General Negligence and want of Caution.	Inevitable Accident.	Error in Judgment.	Cause Unknown.	Total.
Total loss	1	—	—	1	14	19	3	15	—	—	6	5	6	8	78
Partial damage	41	7	11	65	87	84	38	90	13	7	129	120	113	179	984
Total	42	7	11	66	101	103	41	105	13	7	135	125	119	187	1,062

Sea Casualties.—Lives Saved from Vessels of all Kinds at Home and Abroad.

TABLE 62. **Lives Saved at Home:**—Statement showing the NUMBER of LIVES SAVED from SHIPWRECK on or near the COASTS of the UNITED KINGDOM during the Thirty-seven Years ended 30th June 1893, distinguishing the MEANS by which they were saved.

By what Means saved.	1856-7.	1857-8.	1858-9.	1859-60.	1860-1.	1861-2.	1862-3.	1863-4.	1864-5.	1865-6.	1866-7.	1867-8.	1868-9.	1869-70.	1870-1.	1871-2.	1872-3.	1873-4.
By Rocket and Mortar Apparatus, and assistance with ropes, &c. from shore.*	383	149	154	407	415	415	252	256	347	490	527	310	333	354	203	293	715	175
By Life-boats	634	120	220	367	771	322	291	472	293	480	378	377	504	532	473	403	548	310
By Luggers, Coast-guard Boats, and Small Craft.	606	683	378	681	467	371	414	424	338	462	385	343	317	383	500	265	582	309
By Ships and Steam-boats	587	244	622	769	858	919	1,319	1,533	1,003	1,000	986	1,060	719	714	1,063	990	647	516
By Ships' own Boats	—	—	—	†951	1,499	1,425	1,289	1,465	1,459	2,195	2,728	1,902	2,062	2,067	2,795	1,737	1,888	1,525
By Life-buoys and Appliances kept on board.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
By Individual Exertion	21	17	16	9	14	27	9	10	22	7	13	6	—	8	2	—	6	4
By other Means	—	—	—	—	†362	396	31	439	232	374	765	660	561	443	459	245	388	221
TOTAL	2,231	1,213	1,390	3,184	4,386	3,875	4,105	4,599	3,694	5,008	5,782	5,158	4,496	4,501	5,495	3,933	4,774	3,060

By what Means saved.	1874-5.	1875-6.	1876-7.	1877-8.	1878-9.	1879-80.	1880-1.	1881-2.	1882-3.	1883-4.	1884-5.	1885-6.	1886-7.	1887-8.	1888-9.	1889-90.	1890-91.	1891-92.	1892-93.
By Rocket and Mortar Apparatus, and assistance with ropes, &c. from shore.*	355	301	317	259	269	162	309	407	603	296	108	230	286	282	281	192	259	466	607
By Life-boats	502	461	567	489	449	322	633	475	625	531	152	184	374	336	360	325	356	317	235
By Luggers, Coast-guard Boats, and Small Craft.	511	508	464	354	228	235	386	441	420	371	167	159	443	234	404	120	350	405	108
By Ships and Steam-boats	440	967	740	1,120	623	682	1,028	1,153	477	596	732	656	853	767	929	675	781	708	632
By Ships' own Boats	1,644	1,359	1,373	1,619	1,535	1,418	2,006	1,452	2,530	1,364	1,010	1,512	1,134	1,034	1,495	1,144	1,112	1,125	855
By Life-buoys and Appliances kept on board.	—	—	†9	4	—	—	8	7	7	—	—	1	—	2	3	—	—	19	43
By Individual Exertion	6	9	1	1	6	2	—	—	—	10	4	4	3	4	—	8	8	2	—
By other Means	379	253	324	224	192	102	201	131	116	125	131	73	73	43	263	24	56	244	41
TOTAL	3,837	4,358	4,795	4,070	3,302	2,923	5,071	4,066	4,778	3,293	2,304	2,819	3,166	2,702	3,740	2,488	2,922	3,786	2,521

* These figures include all Lives saved by Rocket Apparatus, Ropes, and similar assistance from shore, whether rendered by the Life Saving Parties or others.

† No record kept for previous years.

TABLE 63. **Lives Saved Abroad:**—Statement showing the NUMBER of LIVES SAVED from SHIPWRECK Abroad reported during the fifteen Years ended 30th June 1893, distinguishing the MEANS by which they were saved, and further distinguishing in the last year the Lives saved on the COASTS of BRITISH POSSESSIONS Abroad from the Lives saved on the COASTS of FOREIGN COUNTRIES, and from the Lives saved at SEA.

	By Rocket Apparatus and Assistance with Ropes, &c. from Shore.	By Life-boats.	By Luggers and small Craft.	By Ships and Steam-boats.	By Ships' own Boats.	By Life-buoys and Appliances kept on board.	By Individual Exertion.	By other Means.	TOTAL.
Lives saved from British and Foreign Vessels on or near the Coasts of British Possessions Abroad.	24	5	76	224	1,205	43	—	45	1,627
Lives saved from British Vessels on or near the Coasts of Foreign Countries.	27	50	97	218	2,468	42	—	33	2,935
Lives saved from British Vessels at Sea.	—	—	—	937	379	—	—	13	1,329
Total for 1892-93	51	55	173	1,379	4,052	90	—	91	5,891
Total for 1891-92	104	150	434	1,242	4,050	10	9	192	6,191
Total for 1890-91	206	126	346	1,242	2,926	—	—	87	4,933
Total for 1889-90	216	158	264	1,749	2,889	—	—	257	5,533
Total for 1888-89	295	166	296	884	2,741	—	—	397	4,779
Total for 1887-88	294	84	218	1,584	3,387	9	7	269	5,852
Total for 1886-87	210	124	324	1,944	3,977	5	6	275	6,865
Total for 1885-86	198	85	769	2,821	4,907	—	—	693	9,473
Total for 1884-85	49	105	262	1,006	5,799	65	—	942	8,228
Total for 1883-84	333	338	459	1,607	4,066	4	—	814	7,621
Total for 1882-83	337	131	851	1,308	5,433	21	2	263	8,346
Total for 1881-82	339	196	507	2,355	5,257	1	10	408	9,073
Total for 1880-81	234	84	738	1,457	3,776	11	3	329	6,632
Total for 1879-80	213	108	627	2,194	4,791	50	8	291	8,282
Total for 1878-79	324	76	795	2,439	5,216	—	—	1,000	9,850

Shipping Casualties in Rivers and Harbours.

TABLE 64. **Totals:**—Statement showing the Number and Tonnage of **Seagoing Vessels registered in the United Kingdom** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Founderings	1	369	—	—	—	—	1	369
Strandings	3	177	25	15,316	106	40,424	134	55,917
Collisions	5	343	195	26,778	434	66,075	634	93,196
Other Causes	4	3,014	25	16,579	41	15,616	70	35,209
TOTAL	13	3,903	245	58,673	581	122,115	839	184,691
(b.) Steam Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	3	1,622	146	131,002	436	442,600	585	575,224
Collisions	2	425	230	173,005	828	599,091	1,060	772,521
Other Causes	2	1,470	96	84,834	149	150,836	247	237,140
TOTAL	7	3,517	472	388,841	1,413	1,192,527	1,892	1,584,885
(c.) Total.								
Founderings	1	369	—	—	—	—	1	369
Strandings	6	1,799	171	146,318	542	483,024	719	631,141
Collisions	7	768	425	199,783	1,262	665,166	1,694	865,717
Other Causes	6	4,484	121	101,413	190	166,452	317	272,349
TOTAL	20	7,420	717	447,514	1,994	1,314,642	2,731	1,769,576

Shipping Casualties in Rivers and Harbours.

TABLE 65. **Home and Foreign Trades:**—Statement showing the Number and Tonnage of **Seagoing Vessels registered in the United Kingdom** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and whether the Vessels were engaged in the HOME or the FOREIGN TRADE.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(1.) HOME TRADE.								
Founderings	—	—	—	—	—	—	—	—
Strandings	3	177	18	1,326	79	8,107	100	9,610
Collisions	5	343	180	11,603	398	27,506	583	39,452
Other Causes	2	50	17	1,052	29	2,675	48	3,777
TOTAL	10	570	215	13,981	506	38,288	731	52,839
(2.) FOREIGN TRADE.								
Founderings	1	369	—	—	—	—	1	369
Strandings	—	—	7	13,990	27	32,317	34	46,307
Collisions	—	—	15	15,175	36	38,569	51	53,744
Other Causes	2	2,964	8	15,527	12	12,941	22	31,432
TOTAL	3	3,333	30	44,692	75	83,827	108	131,852
(3.) TOTAL.								
Founderings	1	369	—	—	—	—	1	369
Strandings	3	177	25	15,316	106	40,424	134	55,917
Collisions	5	343	195	26,778	434	66,075	634	93,196
Other Causes	4	3,014	25	16,579	41	15,616	70	35,209
TOTAL	13	3,903	245	58,673	581	122,115	839	184,691

(b.) Steam Vessels.

(1.) HOME TRADE.								
Founderings	—	—	—	—	—	—	—	—
Strandings	1	13	53	16,436	146	58,489	200	74,938
Collisions	2	425	118	36,280	452	153,992	572	190,697
Other Causes	1	14	41	9,730	38	9,690	80	19,434
TOTAL	4	452	212	62,446	636	222,171	852	285,069
(2.) FOREIGN TRADE.								
Founderings	—	—	—	—	—	—	—	—
Strandings	2	1,609	93	114,566	290	384,111	385	500,286
Collisions	—	—	112	136,725	376	445,099	488	581,824
Other Causes	1	1,456	55	75,104	111	141,146	167	217,706
TOTAL	3	3,065	260	326,395	777	970,356	1,040	1,299,816
(3.) TOTAL.								
Founderings	—	—	—	—	—	—	—	—
Strandings	3	1,622	146	131,002	436	442,600	585	575,224
Collisions	2	425	230	173,005	828	599,091	1,060	772,521
Other Causes	2	1,470	96	84,834	149	150,836	247	237,140
TOTAL	7	3,517	472	388,841	1,413	1,192,527	1,892	1,584,885

(c.) Total.

(1.) HOME TRADE.								
Founderings	—	—	—	—	—	—	—	—
Strandings	4	190	71	17,762	225	66,596	300	84,548
Collisions	7	768	298	47,883	850	181,498	1,155	230,149
Other Causes	3	64	58	10,782	67	12,365	128	23,211
TOTAL	14	1,022	427	76,427	1,142	260,459	1,583	337,908
(2.) FOREIGN TRADE.								
Founderings	1	369	—	—	—	—	1	369
Strandings	2	1,609	100	128,556	317	416,428	419	546,593
Collisions	—	—	127	151,900	412	483,668	539	635,568
Other Causes	3	4,420	63	90,631	123	154,087	189	249,138
TOTAL	6	6,398	290	371,087	852	1,054,183	1,148	1,431,668
(3.) TOTAL.								
Founderings	1	369	—	—	—	—	1	369
Strandings	6	1,799	171	146,318	542	483,024	719	631,141
Collisions	7	768	425	199,783	1,262	665,166	1,694	865,717
Other Causes	6	4,484	121	101,413	190	166,452	317	272,349
TOTAL	20	7,420	717	447,514	1,994	1,314,642	2,731	1,769,576

Shipping Casualties in Rivers and Harbours.

TABLE 66. **Totals:**—Statement showing the Number and Tonnage of **Seagoing Vessels registered in British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	5	4,652	8	7,357	13	12,009
Collisions	—	—	7	800	33	9,506	40	10,306
Other Causes	1	65	4	1,519	4	3,589	9	5,173
TOTAL	1	65	16	6,971	45	20,452	62	27,488
(b.) Steam Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	1	78	9	4,924	10	5,002
Collisions	—	—	1	151	12	9,500	13	9,651
Other Causes	1	7	1	923	3	4,261	5	5,191
TOTAL	1	7	3	1,152	24	18,685	28	19,844
(c.) Total.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	6	4,730	17	12,281	23	17,011
Collisions	—	—	8	951	45	19,006	53	19,957
Other Causes	2	72	5	2,442	7	7,850	14	10,364
TOTAL	2	72	19	8,123	69	39,137	90	47,332

Shipping Casualties in Rivers and Harbours.

TABLE 67. **Totals:**—Statement showing the Number and Tonnage of **River Craft registered in the United Kingdom** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	4	217	1	78	5	295
Collisions	2	70	10	749	18	1,001	30	1,820
Other Causes	—	—	3	177	1	68	4	245
TOTAL	2	70	17	1,143	20	1,147	39	2,360
(b.) Steam Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	1	38	4	367	4	189	9	594
Collisions	—	—	10	713	31	2,931	41	3,644
Other Causes	—	—	3	35	7	208	10	243
TOTAL	1	38	17	1,115	42	3,328	60	4,481
(c.) Total.								
Founderings	—	—	—	—	—	—	—	—
Strandings	1	38	8	584	5	267	14	889
Collisions	2	70	20	1,462	49	3,932	71	5,464
Other Causes	—	—	6	212	8	276	14	488
TOTAL	3	108	34	2,258	62	4,475	99	6,841

Shipping Casualties in Rivers and Harbours.

TABLE 68. **Totals:**—Statement showing the Number and Tonnage of **River Craft registered in British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Founderings	1	200	—	—	—	—	1	200
Strandings	4	1,273	—	—	2	222	6	1,495
Collisions	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	—	—	—	—
TOTAL	5	1,473	—	—	2	222	7	1,695
(b.) Steam Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	1	8	3	914	—	—	4	922
Collisions	—	—	5	1,004	2	566	7	1,570
Other Causes	5	182	2	524	—	—	7	706
TOTAL	6	190	10	2,442	2	566	18	3,198
(c.) Total.								
Founderings	1	200	—	—	—	—	1	200
Strandings	5	1,281	3	914	2	222	10	2,417
Collisions	—	—	5	1,004	2	566	7	1,570
Other Causes	5	182	2	524	—	—	7	706
TOTAL	11	1,663	10	2,442	4	788	25	4,893

Shipping Casualties in Rivers and Harbours.

TABLE 69. **Totals:**—Statement showing the Number and Tonnage of **Unregistered Seagoing Vessels belonging to the United Kingdom** (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	2	9	2	9
Collisions	—	—	3	9	11	5,426	14	5,435
Other Causes	—	—	2	13	—	—	2	13
TOTAL	—	—	5	22	13	5,435	18	5,457
(b.) Steam Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	1	1,420	1	1,420
Collisions	—	—	5	13,009	16	19,214	21	32,223
Other Causes	1	15	1	6,211	—	—	2	6,226
TOTAL	1	15	6	19,220	17	20,634	24	39,869
(c.) Total.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	3	1,429	3	1,429
Collisions	—	—	8	13,018	27	24,640	35	37,658
Other Causes	1	15	3	6,224	—	—	4	6,239
TOTAL	1	15	11	19,242	30	26,069	42	45,326

Note.—Two casualties occurred in rivers and harbours to vessels belonging to British Possessions Abroad. A sailing vessel of 162 tons was totally destroyed by fire, and a steamer of 360 tons sustained minor damage through stranding. The casualties were not attended with loss of life.

Shipping Casualties in Rivers and Harbours.

TABLE 70. **Totals:**—Statement showing the Number and Tonnage of **Unregistered River Craft belonging to the United Kingdom** (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Founderings	1	55	—	—	—	—	1	55
Strandings	—	—	2	140	2	160	4	300
Collisions	14	446	88	4,648	169	14,518	271	19,612
Other Causes	1	40	6	485	2	71	9	596
TOTAL	16	541	96	5,273	173	14,749	285	20,563
(b.) Steam Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	2	10	1	10	3	20
Collisions	—	—	7	408	15	1,352	22	1,760
Other Causes	—	—	3	136	2	10	5	146
TOTAL	—	—	12	554	18	1,372	30	1,926
(c.) Total.								
Founderings	1	55	—	—	—	—	1	55
Strandings	—	—	4	150	3	170	7	320
Collisions	14	446	95	5,056	184	15,870	293	21,372
Other Causes	1	40	9	621	4	81	14	742
TOTAL	16	541	108	5,827	191	16,121	315	22,489

Shipping Casualties in Rivers and Harbours.

TABLE 71. **Totals:**—Statement showing the Number and Tonnage of **Unregistered River Craft belonging to British Possessions Abroad** (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Founderings	1	183	—	—	—	—	1	183
Strandings	—	—	1	500	2	200	3	700
Collisions	—	—	1	10	6	360	7	370
Other Causes	—	—	4	1,751	—	—	4	1,751
TOTAL	1	183	6	2,261	8	560	15	3,004
(b.) Steam Vesssels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	1	25	—	—	1	25
Collisions	—	—	3	113	1	50	4	163
Other Causes	1	615	4	1,111	—	—	5	1,726
TOTAL	1	615	8	1,249	1	50	10	1,914
(c.) Total.								
Founderings	1	183	—	—	—	—	1	183
Strandings	—	—	2	525	2	200	4	725
Collisions	—	—	4	123	7	410	11	533
Other Causes	1	615	8	2,862	—	—	9	3,477
TOTAL	2	798	14	3,510	9	1,610	25	4,918

Shipping Casualties in Rivers and Harbours.

TABLE 72. **Totals:**—Statement showing the Number and Tonnage of **Yachts and Pleasure Boats belonging to the United Kingdom** to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	1	10	1	10
Collisions	—	—	4	60	15	462	19	522
Other Causes	—	—	7	44	—	—	7	44
TOTAL	—	—	11	104	16	472	27	576
(b.) Steam Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	1	43	2	189	3	232
Collisions	—	—	3	109	1	30	4	139
Other Causes	1	2	—	—	1	42	2	44
TOTAL	1	2	4	152	4	261	9	415
(c.) Total.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	1	43	3	199	4	242
Collisions	—	—	7	169	16	492	23	661
Other Causes	1	2	7	44	1	42	9	88
TOTAL	1	2	15	256	20	733	36	991

Note.—No harbour casualties were reported during 1892-93 as having occurred to Yachts belonging to British Possessions Abroad.

Shipping Casualties in Rivers and Harbours.

TABLE 73. **Totals**:—Statement showing the Number and Tonnage of **Fishing Vessels belonging to the United Kingdom** to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	2	33	8	228	10	491	18	752
Collisions	—	—	22	671	64	2,606	86	3,277
Other Cause	—	—	6	297	7	223	13	520
TOTAL	2	33	34	1,196	81	3,320	117	4,549
(b.) Steam Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	4	292	8	244	12	536
Collisions	—	—	8	426	30	1,819	38	2,245
Other Causes	—	—	3	94	2	69	5	163
TOTAL	—	—	15	812	40	2,132	55	2,944
(c.) Total.								
Founderings	—	—	—	—	—	—	—	—
Strandings	2	33	10	520	18	735	30	1,288
Collisions	—	—	30	1,097	94	4,425	124	5,522
Other Causes	—	—	9	391	9	292	18	683
TOTAL	2	33	49	2,008	121	5,452	172	7,493

Note.—A Casualty was reported as having occurred to a Fishing Vessel belonging to a British Possession Abroad. This was a serious casualty through stranding to a sailing vessel of 24 tons, unattended with loss of life.

Shipping Casualties in Rivers and Harbours.

TABLE 74. **Totals**:—Statement showing the Number and Tonnage of **Foreign Vessels** (including Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties in Rivers and Harbours in British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	4	1,066	16	7,710	40	17,427	60	26,203
Collisions	1	999	15	8,859	57	32,115	73	41,973
Other Causes	1	254	5	2,354	6	4,257	12	6,865
TOTAL	6	2,319	36	18,923	103	53,799	145	75,041
(b.) Steam Vessels.								
Founderings	—	—	—	—	—	—	—	—
Strandings	—	—	7	4,159	33	23,964	40	28,123
Collisions	—	—	18	13,959	69	52,531	87	66,490
Other Causes	—	—	4	3,637	2	1,407	6	5,044
TOTAL	—	—	29	21,755	104	77,902	133	99,657
(c.) Total.								
Founderings	—	—	—	—	—	—	—	—
Strandings	4	1,066	23	11,869	73	41,391	100	54,326
Collisions	1	999	33	22,818	126	84,646	160	108,463
Other Causes	1	254	9	5,991	8	5,664	18	11,909
TOTAL	6	2,319	65	40,678	207	131,701	278	174,698

Lives Lost by Shipping Casualties in Rivers and Harbours.

TABLE 75. **Seamen and Passengers Lost in Rivers and Harbours.—Grand Totals:—** Statement showing the Number of **Lives Lost in British and Foreign Vessels of all Kinds by Casualties which occurred to such Vessels** in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to Foreign Vessels in Rivers and Harbours of British Possessions Abroad, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Number and Description of the Vessels in which the Lives were Lost.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Description of the Vessels.	Founderings.			Strandings.			Collisions.			Other Causes.			Missing Vessels.			Total.			
	Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Passengers.		Crew.	Passengers.		Crew.	Passengers.		Crew.	Passengers.		Crew.	Passengers.		Crew.	Passengers.	Total.
(1.) Lives Lost in Vessels Totally Lost.																			
Seagoing Merchant Vessels registered in the United Kingdom	1	8	1	—	—	—	1	1	—	—	—	—	—	—	—	2	9	1	10
River Craft registered in British Possessions Abroad	1	8	—	1	1	—	—	—	—	—	—	—	—	—	—	2	9	—	9
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	—	—	2	2	—	1	2	—	—	—	—	3	4	—	4
Unregistered River Craft belonging to British Poss. Abroad	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	2
TOTAL	3	18	1	1	1	—	3	3	—	1	2	—	—	—	—	8	24	1	25
(2.) Lives Lost in Vessels Partially Lost.																			
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	—	—	2	2	—	2	2	—	—	—	—	4	4	—	4
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	—	—	1	3	—	—	—	—	—	—	—	1	3	—	3
Unregistered River Craft belonging to British Poss. Abroad	—	—	—	—	—	—	1	—	2	1	2	—	—	—	—	2	2	2	4
Yachts and Pleasure Boats belonging to the United Kingdom	—	—	—	—	—	—	—	—	—	3	6	3	—	—	—	3	6	3	9
TOTAL	—	—	—	—	—	—	4	5	2	6	10	3	—	—	—	10	15	5	20
(3.) Total.																			
Seagoing Merchant Vessels registered in the United Kingdom	1	8	1	—	—	—	3	3	—	2	2	—	—	—	—	6	13	1	14
River Craft registered in British Possessions Abroad	1	8	—	1	1	—	—	—	—	—	—	—	—	—	—	2	9	—	9
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	—	—	3	5	—	1	2	—	—	—	—	4	7	—	7
Unregistered River Craft belonging to British Poss. Abroad	1	2	—	—	—	—	1	—	2	1	2	—	—	—	—	3	4	2	6
Yachts and Pleasure Boats belonging to the United Kingdom	—	—	—	—	—	—	—	—	—	3	6	3	—	—	—	3	6	3	9
TOTAL	3	18	1	1	1	—	7	8	2	7	12	3	—	—	—	18	39	6	45

(b.) Lives Lost in Steam Vessels.

(1.) Lives Lost in Vessels Totally Lost.																			
Nil	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(2.) Lives Lost in Vessels Partially Lost.																			
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	—	—	1	1	—	4	4	2	—	—	—	5	5	2	7
River Craft registered in the United Kingdom	—	—	—	—	—	—	2	1	1	—	—	—	—	—	—	2	1	1	2
River Craft registered in British Possessions Abroad	—	—	—	1	3	—	—	—	—	—	—	—	—	—	—	1	3	—	3
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	1	—	1
Foreign Vessels	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	1	—	1
TOTAL	—	—	—	1	3	—	3	2	1	6	6	2	—	—	—	10	11	3	14
(3.) Total.																			
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	—	—	1	1	—	4	4	2	—	—	—	5	5	2	7
River Craft registered in the United Kingdom	—	—	—	—	—	—	2	1	1	—	—	—	—	—	—	2	1	1	2
River Craft registered in British Possessions Abroad	—	—	—	1	3	—	—	—	—	—	—	—	—	—	—	1	3	—	3
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	1	—	1
Foreign Vessels	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	1	—	1
TOTAL	—	—	—	1	3	—	3	2	1	6	6	2	—	—	—	10	11	3	14

(c.) Total.

(1.) Lives Lost in Vessels Totally Lost.																			
Seagoing Merchant Vessels registered in the United Kingdom	1	8	1	—	—	—	1	1	—	—	—	—	—	—	—	2	9	1	10
River Craft registered in British Possessions Abroad	1	8	—	1	1	—	—	—	—	—	—	—	—	—	—	2	9	—	9
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	—	—	2	2	—	1	2	—	—	—	—	3	4	—	4
Unregistered River Craft belonging to British Poss. Abroad	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	2
TOTAL	3	18	1	1	1	—	3	3	—	1	2	—	—	—	—	8	24	1	25
(2.) Lives Lost in Vessels Partially Lost.																			
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	—	—	3	3	—	6	6	2	—	—	—	9	9	2	11
River Craft registered in the United Kingdom	—	—	—	—	—	—	2	1	1	—	—	—	—	—	—	2	1	1	2
River Craft registered in British Possessions Abroad	—	—	—	1	3	—	—	—	—	—	—	—	—	—	—	1	3	—	3
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	—	—	1	3	—	1	1	—	—	—	—	2	4	—	4
Unregistered River Craft belonging to British Poss. Abroad	—	—	—	—	—	—	1	—	2	1	2	—	—	—	—	2	2	3	4
Yachts and Pleasure Boats belonging to the United Kingdom	—	—	—	—	—	—	—	—	—	3	6	3	—	—	—	3	6	3	9
Foreign Vessels	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	1	—	1
TOTAL	—	—	—	1	3	—	7	7	3	12	16	5	—	—	—	20	26	8	34
(3.) Total.																			
Seagoing Merchant Vessels registered in the United Kingdom	1	8	1	—	—	—	4	4	—	6	6	2	—	—	—	11	18	3	21
River Craft registered in the United Kingdom	—	—	—	—	—	—	2	1	1	—	—	—	—	—	—	2	1	1	2
River Craft registered in British Possessions Abroad	1	8	—	2	4	—	—	—	—	—	—	—	—	—	—	3	12	—	12
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	—	—	3	5	—	2	3	—	—	—	—	5	8	—	8
Unregistered River Craft belonging to British Poss. Abroad	1	2	—	—	—	—	1	—	2	1	2	—	—	—	—	3	4	2	6
Yachts and Pleasure Boats belonging to the United Kingdom	—	—	—	—	—	—	—	—	—	3	6	3	—	—	—	3	6	3	9
Foreign Vessels	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	1	—	1
TOTAL	3	18	1	2	4	—	10	10	3	13	18	5	—	—	—	28	50	9	59

Note.—No Lascars were reported to the Board of Trade as having been lost by wrecks or casualties in rivers and harbours during the year ended June 30th 1893.

Deaths in Rivers and Harbours.

TABLE 76. **Deaths in Rivers and Harbours from all Causes.—Grand Totals:** —Statement showing the Total Number of Deaths in Rivers and Harbours in **Seagoing Vessels registered in the United Kingdom** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels) arising from :—

(1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1892–93, or were reported during that period as having occurred in Rivers and Harbours Abroad.

(2.) Accidents other than Wreck or Casualty reported during 1892–93.

(3.) Disease, Murder, Suicide, &c. reported during 1892–93, distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Lives Lost in Sailing Vessels.			Lives Lost in Steam Vessels.			Total.		
	Masters and Seamen.	Lascars.	Passengers.	Masters and Seamen.	Lascars.	Passengers.	Masters and Seamen.	Lascars.	Passengers.
	(a.) Deaths in the Home Trade.								
Wrecks of, and Casualties to, the Vessels.	4	—	—	1	—	—	5	—	—
Accidents other than Wreck or Casualty.	42	—	—	41	—	1	83	—	1
Disease, Murder, Homicide, Suicide, and Unknown Causes.	21	—	1	22	—	3	43	—	4
TOTAL - - -	67	—	1	64	—	4	131	—	5
	(b.) Deaths in the Foreign Trade.								
Wrecks of, and Casualties to, the Vessels.	9	—	1	4	—	2	13	—	3
Accidents other than Wreck or Casualty.	74	1	—	168	9	2	242	10	2
Disease, Murder, Homicide, Suicide, and Unknown Causes.	216	2	6	295	49	64	511	51	70
TOTAL - -	299	3	7	467	58	68	766	61	75
	(c.) Total.								
Wrecks of, and Casualties to, the the Vessels.—(*See* Table 75.)	13	—	1	5	—	2	18	—	3
Accidents other than Wreck or Casualty.	116	1	—	209	9	3	325	10	3
Disease, Murder, Homicide, Suicide, and Unknown Causes.	237	2	7	317	49	67	554	51	74
TOTAL - - - -	366	3	8	531	58	72	897	61	80

Deaths in Rivers and Harbours.

TABLE 77. **Deaths in Rivers and Harbours from all Causes.—Grand Totals:**—Statement showing the Total Number of Deaths in Rivers and Harbours in **Seagoing Vessels registered in British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels) arising from :—

(1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1892–93, or were reported during that period as having occurred in Rivers and Harbours Abroad.

(2.) Accidents other than Wreck reported during 1892–93.

(3.) Disease, Murder, Suicide, &c. reported during 1892–93, distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Masters and Seamen.	Lascars.	Passengers.	Masters and Seamen.	Lascars.	Passengers.	Masters and Seamen.	Lascars.	Passengers.
Wrecks of, and Casualties to, the Vessels.—(*See* Table 75.)	—	—	—	—	—	—	—	—	—
Accidents other than Wreck or Casualty.	21	—	—	3	—	—	24	—	—
Disease, Murder, Homicide, Suicide, and Unknown Causes.	76	—	—	10	4	10	86	4	10
TOTAL - -	97	—	—	13	4	10	110	4	10

Deaths in Rivers and Harbours.

TABLE 78. **Deaths in Rivers and Harbours from all Causes:**—Statement showing the Total Number of Deaths in Rivers and Harbours in **Fishing Vessels belonging to the United Kingdom** arising from :—

(1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1892–93, or were reported during that period as having occurred in Rivers and Harbours Abroad.

(2.) Accidents other than Wreck or Casualty reported during 1892–93.

(3.) Disease, Murder, Suicide, &c. reported during 1892–93, distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and the Deaths of Seamen from the Deaths of Passengers.

Cause of Death.	Deaths in Sailing Vessels.		Deaths in Steam Vessels.		Total.	
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Wrecks of, and Casualties to, the Vessels.—(*See* Table 75.)	—	—	—	—	—	—
Accidents other than Wreck or Casualty.	5	1	1	—	6	1
Disease, Murder, Homicide, Suicide, and Unknown Causes.	7	—	1	—	8	—
TOTAL - -	12	1	2	—	14	1

Note.—During 1892–3 only one case of loss of life was reported as having occurred in Rivers and Harbours in Fishing Vessels belonging to British Possessions Abroad, viz., the death by accident of a fisherman belonging to a Colonial sailing vessel.

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 79. **Grand Totals.—Shipping Casualties everywhere**:—Statement showing the Number and Tonnage of **Vessels Registered in the United Kingdom** under the Merchant Shipping Acts (exclusive of Yachts, Fishing Vessels, and River Craft so registered) which met with CASUALTIES on or near the Coasts, or in RIVERS AND HARBOURS, of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with CASUALTIES ELSEWHERE, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1 and 64.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	(a.) Sailing Vessels.							
Founderings	29	12,447	—	—	—	—	29	12,447
Strandings	79	30,278	125	40,544	361	96,264	565	167,086
Collisions	32	4,724	330	56,727	715	146,101	1,077	207,552
Other Causes	17	15,712	233	162,108	569	287,198	819	465,018
Missing Vessels	23	19,667	—	—	—	—	23	19,667
TOTAL	180	82,828	688	259,379	1,645	529,563	2,513	871,770
	(b.) Steam Vessels.							
Founderings	6	3,402	—	—	—	—	6	3,402
Strandings	57	48,498	426	383,818	818	804,716	1,301	1,237,032
Collisions	20	12,949	403	314,749	1,164	875,217	1,587	1,202,915
Other Causes	13	6,120	573	577,406	712	704,103	1,298	1,287,629
Missing Vessels	3	5,705	—	—	—	—	3	5,705
TOTAL	99	76,674	1,402	1,275,973	2,694	2,384,036	4,195	3,736,683
	(c.) Total.							
Founderings	35	15,849	—	—	—	—	35	15,849
Strandings	136	78,776	551	424,362	1,179	900,980	1,866	1,404,118
Collisions	52	17,673	733	371,476	1,879	1,021,318	2,664	1,410 467
Other Causes	30	21,832	806	739,514	1,281	991,301	2,117	1,752,647
Missing Vessels	26	25,372	—	—	—	—	26	25,372
TOTAL	279	159,502	2,090	1,535,352	4,339	2,913,599	6,708	4,608,453

Deaths at Sea and in Rivers and Harbours.

TABLE 80. **Deaths from all Causes everywhere.—Grand Totals:**—Statement showing the Total Number of Deaths everywhere in **Seagoing Vessels registered in the United Kingdom** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels), arising from:—

(1.) Shipping Casualties which occurred on or near the Coasts, or in Rivers and Harbours of the United Kingdom, or were reported from Abroad during the Year 1892–93.

(2.) Accidents other than Wreck reported during 1892–93.

(3.) Disease, Murder, Suicide, &c. reported during 1892–93,

distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen Lascars, and Passengers.—(Totals of Tables 18 and 76.)

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passengers.	Crew.		Passengers.	Crew.		Passengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
(a.) Deaths in the Home Trade.									
Wrecks of, and Casualties to, the Vessels.	81	—	3	5	—	1	86	—	4
Accidents other than Wreck or Casualty.	70	—	—	53	—	3	123	—	3
Disease, Murder, Homicide, Suicide, and Unknown Causes.	24	—	2	27	—	12	51	—	14
TOTAL - - -	175	—	5	85	—	16	260	—	21
(b.) Deaths in the Foreign Trade.									
Wrecks of, and Casualties to, the Vessels.	460	—	12	292	132	88	752	132	100
Accidents other than Wreck or Casualty.	243	2	3	259	22	15	502	24	18
Disease, Murder, Homicide, Suicide, and Unknown Causes.	365	3	339	500	140	624	865	143	963
TOTAL - - -	1,068	5	354	1,051	294	727	2,119	299	1,081
(c.) Total.									
Wrecks of, and Casualties to, the Vessels.	541	—	15	297	132	89	838	132	104
Accidents other than Wreck or Casualty.	313	2	3	312	22	18	625	24	21
Disease, Murder, Homicide, Suicide, and Unknown Causes.	389	3	341	527	140	636	916	143	977
TOTAL -	1,243	5	359	1,136	294	743	2,379	299	1,102

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 81. **Grand Totals.—Shipping Casualties everywhere**:—Statement showing the Number and Tonnage of **all Vessels belonging to the United Kingdom**, to which Casualties occurred on or near the Coasts, or in Rivers and Harbours, of the United Kingdom, during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 49, 64, 67, 69, 70, 72, and 73.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	(a.) Sailing Vessels.							
Founderings	60	13,500	—	—	—	—	60	13,500
Strandings	111	31,071	180	42,630	493	101,086	784	174,787
Collisions	66	5,741	600	70,304	1,513	201,930	2,179	277,975
Other Causes	23	15,859	384	169,267	870	300,991	1,277	486,117
Missing Vessels	28	19,820	—	—	—	—	28	19,820
TOTAL	288	85,991	1,164	282,201	2,876	604,007	4,328	972,199
	(b.) Steam Vessels.							
Founderings	6	3,402	—	—	—	—	6	3,402
Strandings	61	48,639	474	419,149	867	817,158	1,402	1,284,946
Collisions	24	23,567	451	344,385	1,328	944,220	1,803	1,312,172
Other Causes	15	6,137	636	590,121	770	715,796	1,421	1,312,054
Missing Vessels	4	5,708	—	—	—	—	4	5,708
TOTAL	110	87,453	1,561	1,353,655	2,965	2,477,174	4,636	3,918,282
	(c.) Total.							
Founderings	66	16,902	—	—	—	—	66	16,902
Strandings	172	79,710	654	461,779	1,360	918,244	2,186	1,459,733
Collisions	90	29,308	1,051	414,689	2,841	1,146,150	3,982	1,590,147
Other Causes	38	21,996	1,020	759,388	1,640	1,016,787	2,698	1,798,171
Missing Vessels	32	25,528	—	—	—	—	32	25,528
TOTAL	398	173,444	2,725	1,635,856	5,841	3,081,181	8,964	4,890,481

Note.—The total number of Persons lost in Vessels belonging to the United Kingdom, by Casualties at Sea and in Rivers and Harbours, was 1,595, of whom 1,478 were Crew and 117 Passengers. Of these, 33 Crew and 7 Passengers were lost in Rivers and Harbours. For details of loss of life by the casualties included in this Table *see* Tables 50 and 75.

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 82. **Grand Totals.—Shipping Casualties everywhere**:—Statement showing the Number and Tonnage of **Vessels Registered in the United Kingdom and in British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts, Fishing Vessels and River Craft so Registered) which met with Casualties on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 36, 64, and 66.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	(a.) Sailing Vessels.							
Founderings	60	23,065	—	—	—	—	60	23,065
Strandings	206	51,737	214	67,648	408	118,683	828	238,068
Collisions	35	5,073	351	61,125	774	162,362	1,160	228,560
Other Causes	31	22,409	347	227,637	671	341,074	1,049	591,120
Missing Vessels	40	22,731	—	—	—	—	40	22,731
TOTAL	372	125,015	912	356,410	1,853	622,119	3,137	1,103,544
	(b.) Steam Vessels.							
Founderings	10	3,667	—	—	—	—	10	3,667
Strandings	65	49,664	445	390,445	853	819,958	1,363	1,260,067
Collisions	21	13,584	411	320,155	1,182	888,603	1,614	1,222,342
Other Causes	16	7,604	587	583,600	720	711,778	1,323	1,302,982
Missing Vessels	3	5,705	—	—	—	—	3	5,705
TOTAL	115	80,224	1,443	1,294,200	2,755	2,420,339	4,313	3,794,763
	(c.) Total.							
Founderings	70	26,732	—	—	—	—	70	26,732
Strandings	271	101,401	659	458,093	1,261	938,641	2,191	1,498,135
Collisions	56	18,657	762	381,280	1,956	1,050,965	2,774	1,450,902
Other Causes	47	30,013	934	811,237	1,391	1,052,852	2,372	1,894,102
Missing Vessels	43	28,436	—	—	—	—	43	28,436
TOTAL	487	205,239	2,355	1,650,610	4,608	3,042,458	7,450	4,898,307

Lives Lost by Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 83. **Seamen and Passengers Lost by Shipping Casualties everywhere.—Grand Totals:**—Statement showing the Number of Lives Lost in **Vessels registered in the United Kingdom and in British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts, Fishing Vessels and River Craft so registered) by **Casualties which occurred to such Vessels** on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred elsewhere, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(*See also* Tables 37 and 75.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Founderings	16	4,919	78	16	94	3	210	7	3	10	19	5,129	85	19	104
Strandings	24	9,458	90	3	93	9	12,251	251	70	321	33	21,709	341	73	414
Collisions	8	632	17	—	17	3	2,211	18	9	27	11	2,843	35	9	44
Other Causes	3	4,723	22	—	22	2	2,268	1	20	21	5	6,991	23	20	43
Missing Vessels	40	22,731	468	13	481	3	5,705	115	3	118	43	28,436	583	16	599
TOTAL	91	42,463	675	32	707	20	22,645	392	105	497	111	65,108	1,067	137	1,204
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	2	914	2	—	2	2	914	2	—	2
Collisions	3	131	3	—	3	3	2,534	6	—	6	6	2,665	9	—	9
Other Causes	51	45,746	69	—	69	31	46,358	42	7	49	82	92,104	111	7	118
TOTAL	54	45,877	72	—	72	36	49,806	50	7	57	90	95,683	122	7	129
(c.) Total.															
Founderings	16	4,919	78	16	94	3	210	7	3	10	19	5,129	85	19	104
Strandings	24	9,458	90	3	93	11	13,165	253	70	323	35	22,623	343	73	416
Collisions	11	763	20	—	20	6	4,745	24	9	33	17	5,508	44	9	53
Other Causes	54	50,469	91	—	91	33	48,626	43	27	70	87	99,095	134	27	161
Missing Vessels	40	22,731	468	13	481	3	5,705	115	3	118	43	28,436	583	16	599
TOTAL	145	88,340	747	32	779	56	72,451	442	112	554	201	160,791	1,189	144	1,333

Deaths at Sea and in Rivers and Harbours.

TABLE 84. **Deaths from all Causes everywhere.—Grand Totals:**—Statement showing the Total Number of Deaths everywhere in **Seagoing Vessels registered in the United Kingdom and in British Possessions Abroad** under the Merchant Shipping Acts (exclusive of Yachts, Fishing Vessels, and River Craft so registered), arising from:—

(1.) Shipping Casualties which occurred on or near the Coasts, or in Rivers and Harbours of the United Kingdom, or were reported from Abroad, during the Year 1892–93.

(2.) Accidents other than Wreck reported during 1892–93.

(3.) Disease, Murder, Suicide, &c., reported during 1892–93,

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers. (Totals of Tables 38, 76, and 77.)

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passengers.	Crew.		Passengers.	Crew.		Passengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
Works of, and Casualties to, the Vessels	747	—	32	308	134	112	1,055	134	144
Accidents other than Wreck or Casualty	396	4	3	319	22	19	715	26	22
Disease, Murder, Homicide, Suicide, and unknown Causes.	506	5	343	544	147	685	1,050	152	1,028
TOTAL LOSS OF LIFE EVERYWHERE IN BRITISH REGISTERED SEAGOING MERCHANT VESSELS	1,649	9	378	1,171	303	816	2,820	312	1,194

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 85. **Grand Totals.—Shipping Casualties everywhere**:—Statement showing the Number and Tonnage of **all Vessels** (Registered and Unregistered, Seagoing and River Craft, Merchant and Fishing Vessels and Yachts) belonging to the **United Kingdom and to British Possessions Abroad** to which Casualties occurred on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 51, 65, 68, 71, and 81, and notes to Tables 69 and 73.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	(a.) Sailing Vessels.							
Founderings	111	25,419	—	—	—	—	111	25,419
Strandings	285	56,518	279	70,759	545	123,978	1,109	251,255
Collisions	72	6,196	624	74,767	1,584	219,185	2,280	300,148
Other Causes	38	22,718	506	236,788	974	355,013	1,518	614,519
Missing Vessels	47	23,031	—	—	—	—	47	23,031
TOTAL	553	133,882	1,409	382,314	3,103	698,176	5,065	1,214,372
	(b.) Steam Vessels.							
Founderings	11	3,715	—	—	—	—	11	3,715
Strandings	72	50,050	497	426,715	904	833,960	1,473	1,310,725
Collisions	25	24,202	468	351,078	1,349	958,222	1,842	1,333,502
Other Causes	24	8,418	658	598,010	778	723,471	1,460	1,329,899
Missing Vessels	4	5,708	—	—	—	—	4	5,708
TOTAL	136	92,093	1,623	1,375,803	3,031	2,515,653	4,790	3,983,549
	(c.) Total.							
Founderings	122	29,134	—	—	—	—	122	29,134
Strandings	357	106,568	776	497,474	1,449	957,938	2,582	1,561,980
Collisions	97	30,398	1,092	425,845	2,933	1,177,407	4,122	1,633,650
Other Causes	62	31,136	1,164	834,798	1,752	1,078,484	2,978	1,944,418
Missing Vessels	51	28,739	—	—	—	—	51	28,739
TOTAL	689	225,975	3,032	1,758,117	6,134	3,213,829	9,855	5,197,921

Lives Lost by Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 86. **Seamen and Passengers Lost by Shipping Casualties everywhere. —Grand Totals:**—Statement showing the Number of Lives Lost in **Vessels of all Kinds** belonging to the **United Kingdom and to British Possessions Abroad by Casualties which occurred to such Vessels** on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1893, or which were reported during the same period as having met with Casualties elsewhere, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(*See also* Tables 50, 52, and 75.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Founderings -	32	5,580	138	27	165	3	210	7	3	10	35	5,790	145	30	175
Strandings -	33	9,901	114	7	121	9	12,251	251	70	321	42	22,152	365	77	442
Collisions -	19	798	36	—	36	5	12,736	385	9	394	24	13,534	421	9	430
Other Causes -	4	4,763	24	—	24	2	2,268	1	20	21	6	7,031	25	20	45
Missing Vessels	47	23,031	521	13	534	4	5,708	121	6	127	51	28,739	642	19	661
TOTAL -	135	44,073	833	47	880	23	33,173	765	108	873	158	77,246	1,598	155	1,753
(b.) Lives Lost in Vessels Partially Lost.															
Strandings -	5	31	5	—	5	3	1,027	5	—	5	8	1,058	10	—	10
Collisions -	9	426	11	2	13	5	2,599	7	1	8	14	3,025	18	3	21
Other Causes -	90	47,017	116	7	123	33	46,390	45	7	52	123	93,407	161	14	175
TOTAL -	104	47,474	132	9	141	41	50,016	57	8	65	145	97,490	189	17	206
(c.) Total.															
Founderings -	32	5,580	138	27	165	3	210	7	3	10	35	5,790	145	30	175
Strandings -	38	9,932	119	7	126	12	13,278	256	70	326	50	23,210	375	77	452
Collisions -	28	1,224	47	2	49	10	15,335	392	10	402	38	16,559	439	12	451
Other Causes -	94	51,780	140	7	147	35	48,658	46	27	73	129	100,438	186	34	220
Missing Vessels	47	23,031	521	13	534	4	5,708	121	6	127	51	28,739	642	19	661
TOTAL -	239	91,547	965	56	1,021	64	83,189	822	116	938	303	174,736	1,787	172	1,959

Inquiries into Casualties at Home and Abroad.

TABLE 87. **Inquiries into the Causes of Shipping Casualties at Home and Abroad.—Masters' and Officers' Certificates:**—Statement showing the RESULTS of INQUIRIES into the CAUSES of SHIPPING CASUALTIES ordered to be held at HOME during the Year ended 30th June 1893, and the RESULTS of INQUIRIES and NAVAL COURTS held ABROAD of which REPORTS were received during the same Period, showing also the NATURE of the CASUALTIES, and distinguishing, in the Case of HOME INQUIRIES, those held before MAGISTRATES from those held before INSPECTORS; also the TOTAL NUMBER of INQUIRIES held in each of the nine preceding Years.

Nature of the Casualties.	Neglect, &c. of those on Board.				Faulty Construction and Unseaworthiness.	Overloading, Bad Stowage, &c.	Defective or insufficient Equipments.	Stress of Weather and State of Atmosphere.	Fire and other Accidents.	Cause not stated.	Spontaneous Combustion.	Total.
	Resulting in Cancellation of Certificates.	Resulting in Suspension of Certificates.	Not resulting in Cancellation or Suspension of Certificates.	Total.								
(a.) Inquiries at Home before the Wreck Commissioner.												
Totals for 1892-93	No Inquiries held.											
Totals for 1891-92												
Totals for 1890-91												
Totals for 1889-90												
Totals for 1888-89												
Totals for 1887-88	—	1	6	7	—	2	—	4	1	—	—	14
Totals for 1886-87	3	19	10	32	—	4	1	12	1	1	2	53
Totals for 1885-86	—	20	13	33	—	7	—	4	1	8	1	54
Totals for 1884-85	2	16	18	36	3	3	—	6	4	4	—	56
Totals for 1883-84	—	13	19	32	—	9	1	5	3	8	1	59
(b.) Inquiries at Home before Magistrates.												
Founderings and Abandonments.	—	1*	—	1	1	—	—	2	—	—	—	4
Strandings - -	1	51	29	81	—	—	—	4	—	—	—	85
Collisions - -	2	6	7	15	—	—	—	—	1	—	—	16
Fires and Explosions	—	—	1	1	—	—	—	—	1	—	1	3
Other Casualties -	—	—	—	—	—	—	—	2	—	—	—	2
Missing Vessels -	—	—	—	—	—	—	—	—	—	—	—	—
Totals for 1892-93	3	58	37	98	1	—	—	8	2	—	1	110
Totals for 1891-92	—	58	32	90	2	1	3	12	6	—	1	115
Totals for 1890-91	—	51	39	90	—	1	2	8	8	3	—	112
Totals for 1889-90	—	60	30	90	3	2	—	14	9	4	1	123
Totals for 1888-89	1	64	43	108	—	5	2	9	—	1	—	125
Totals for 1887-88	1	56	42	98	1	2	1	10	4	2	1	119
Totals for 1886-87	1	67	28	96	2	3	—	21	5	6	2	135
Totals for 1885-86	—	63	41	104	—	1	—	10	4	7	1	127
Totals for 1884-85	—	52	43	95	—	1	1	9	4	11	—	121
Totals for 1883-84	—	31	47	78	3	6	2	15	7	7	2	120
(c.) Inquiries at Home before Inspectors.												
Founderings and Abandonments.	—	—	—	—	—	—	—	—	—	—	—	—
Strandings - -	—	—	—	—	—	—	—	—	—	—	—	—
Collisions - - -	—	—	—	—	—	—	—	—	—	—	—	—
Fires and Explosions	—	—	—	—	1	—	—	—	1	—	—	2
Other Casualties -	—	—	1	1	—	—	—	—	—	—	—	1
Missing Vessels -	—	—	—	—	—	—	—	1	—	1	—	2
Totals for 1892-23	—	—	1	1	1	—	—	1	1	1	—	5
Totals for 1891-92	—	—	—	—	1	—	—	1	1	—	1	4
Totals for 1890-91	—	—	1	1	—	—	—	1	3	—	—	5
Totals for 1889-90	—	—	—	—	1	1	1	2	6	1	1	13
Totals for 1888-89	—	—	5	5	3	—	1	2	3	2	—	16
Totals for 1887-88	—	—	—	—	2	1	—	4	4	4	1	16
(d.) Inquiries in British Possessions Abroad.												
Founderings and Abandonments.	—	1	—	1	—	1	—	3	2	—	—	7
Strandings - -	—	9	8	17	—	—	1	23	6	—	—	47
Collisions - -	—	5	7	12	—	—	2	—	—	—	—	14
Fires and Explosions	—	—	—	—	—	—	—	—	1	—	—	1
Other Casualties -	—	—	—	—	—	—	—	1	1	—	—	2
Missing Vessels -	—	—	—	—	—	—	—	1	—	3	—	4
Totals for 1892-93	—	15	15	30	—	1	3	28	10	3	—	75
Totals for 1891-92	1	14	29	44	2	—	3	19	16	4	2	90
Totals for 1890-91	4	26	34	64	—	—	2	23	12	3	—	104
Totals for 1889-90	1	29	45	75	—	1	2	33	18	4	2	135
Totals for 1888-89	—	22	40	62	1	—	2	28	9	4	1	107
Totals for 1887-88	3	26	46	75	—	—	1	25	14	7	2	124
Totals for 1886-87	5	31	42	78	1	1	2	27	18	8	—	135
Totals for 1885-86	1	43	55	99	1	2	2	30	9	5	2	150
Totals for 1884-85	—	35	51	86	—	2	3	25	17	3	4	140
Totals for 1883-84	1	41	56	98	1	—	—	15	16	2	1	135

* This vessel was also unseaworthy.

Inquiries into Casualties at Home and Abroad—*continued.*

Table 87. Inquiries into the Causes of Shipping Casualties at Home and Abroad.—Masters' and Officers' Certificates—*continued.*

Nature of the Casualties.	Neglect, &c. of those on board.				Faulty Construction and Unseaworthiness.	Overloading, Bad Stowage, &c.	Defective or insufficient Equipments.	Stress of Weather and State of Atmosphere.	Fire and other Accidents.	Cause not stated.	Spontaneous Combustion.	Total.
	Resulting in Cancellation of Certificates.	Resulting in Suspension of Certificates.	Not resulting in Cancellation or Suspension of Certificates.	Total.								
(e.) Naval Courts Abroad.												
Founderings and Abandonments.	—	—	—	—	1	—	—	1	—	—	—	2
Strandings - -	1	5	2	8	—	—	—	5	—	—	—	13
Collisions - -	—	—	4	4	—	—	—	—	—	—	—	4
Fires and Explosions	—	—	—	—	—	—	—	—	2	—	1	3
Other Casualties -	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels -	—	—	—	—	—	—	—	—	—	—	—	—
Totals for 1892-93	1	5	6	12	1	—	—	6	2	—	1	22
Totals for 1891-92	1	4	8	13	—	1	2	7	—	—	1	24
Totals for 1890-91	—	3	7	10	1	—	—	10	2	2	—	25
Totals for 1889-90	—	5	14	19	1	—	—	8	2	—	2	32
Totals for 1888-89	—	2	7	9	1	—	1	12	9	1	—	33
Totals for 1887-88	—	6	8	14	—	—	2	5	2	2	3	28
Totals for 1886-87	—	5	7	12	—	1	2	10	4	2	2	33
Totals for 1885-86	—	4	13	17	—	—	—	5	2	1	—	25
Totals for 1884-85	3	11	12	26	—	—	2	10	2	1	7	48
Totals for 1883-84	—	10	10	20	—	1	—	3	9	1	—	34
(f.) Total.												
Founderings and Abandonments.	—	2	—	2	2	1	—	6	2	—	—	13
Strandings - -	2	65	39	106	—	—	1	32	6	—	—	145
Collisions - -	2	11	18	31	—	—	2	—	1	—	—	34
Fires and Explosions	—	—	1	1	1	—	—	—	5	—	2	9
Other Casualties -	—	—	1	1	—	—	—	3	1	—	—	5
Missing Vessels -	—	—	—	—	—	—	—	2	—	4	—	6
Totals for 1892-93	4	78	59	141	3	1	3	43	15	4	2	212
Totals for 1891-92	2	76	69	147	5	2	8	39	23	4	5	233
Totals for 1890-91	4	80	81	165	1	1	4	42	25	8	—	246
Totals for 1889-90	1	94	89	184	5	4	3	57	35	9	6	303
Totals for 1888-89	1	88	95	184	5	5	6	51	21	8	1	281
Totals for 1887-88	4	88	102	194	3	5	4	48	25	15	7	301
Totals for 1886-87	9	122	87	218	3	9	5	70	28	17	6	356
Totals for 1885-86	1	130	122	253	1	10	2	49	16	21	4	356
Totals for 1884-85	5	114	124	243	3	6	6	50	27	19	11	365
Totals for 1883-84	1	95	132	228	4	16	8	38	35	18	4	351

Inquiries into Breaches of Discipline and Convictions for Criminal Offences.

TABLE 88. **Inquiries respecting Breaches of Discipline.—Masters' and Officers' Certificates:**—Statement showing the RESULTS of PROCEEDINGS instituted under the MERCHANT SHIPPING ACTS respecting BREACHES of DISCIPLINE committed by MASTERS and OFFICERS of BRITISH MERCHANT VESSELS at Home and Abroad during the Year ended 30th June 1893, distinguishing Proceedings held before TRIBUNALS at HOME from those held before TRIBUNALS in BRITISH POSSESSIONS Abroad, and from those held by NAVAL COURTS; also the TOTAL NUMBER of INQUIRIES held in each of the nine preceding Years.

Nature of Investigation.	Number of Investigations.	Number of Masters convicted.			Number of Officers convicted.			Total Number of Persons convicted.
		Certificates.		Censured or Admonished.	Certificates.		Censured or Admonished.	
		Cancelled.	Suspended.		Cancelled.	Suspended.		
Tribunals at Home	34	—	5	—	1	14	4	24
Tribunals in British Possessions Abroad	4	—	1	—	—	2	—	3
Naval Courts	13	—	—	2	2	3	4	11
Totals for 1892–93	51	—	6	2	3	19	8	38
Totals for 1891–92	59	2	8	7	5	25	5	52
Totals for 1890–91	57	—	5	1	2	29	5	42
Totals for 1889–90	64	4	7	6	4	23	5	49
Totals for 1888–89	85	2	9	6	4	35	5	61
Totals for 1887–88	68	3	8	2	3	29	9	54
Totals for 1886–87	70	4	8	6	1	35	7	61
Totals for 1885–86	67	2	3	6	2	28	15	56
Totals for 1884–85	90	3	15	9	3	30	10	70
Totals for 1883–84	89	4	22	9	5	33	6	79

TABLE 89. **Convictions for Criminal Offences. — Certificates:** — Statement showing the NUMBER of MASTERS and OFFICERS of the MERCANTILE MARINE whose CERTIFICATES were CANCELLED or SUSPENDED by the BOARD of TRADE during the Year ended 30th June 1893, in consequence of their having been Convicted of CRIMINAL OFFENCES; also the TOTAL NUMBER of CERTIFICATES Cancelled or Suspended for the same reason in each of the nine preceding Years.

Sentences.	Masters' Certificates.		Officers' Certificates.		TOTAL.	
	Cancelled.	Suspended.	Cancelled.	Suspended.	Cancelled.	Suspended.
Fines	1	—	—	1	1	1
Imprisonments	1	—	1	—	2	—
Penal Servitude	—	—	—	—	—	—
Totals for 1892–93	2	—	1	1	3	1
Totals for 1891–92	—	1	2	1	2	2
Totals for 1890–91	1	2	—	—	1	2
Totals for 1889–90	—	—	1	1	1	1
Totals for 1888–89	3	—	3	1	6	1
Totals for 1887–88	3	1	6	—	9	1
Totals for 1886–87	1	7	2	—	3	7
Totals for 1885–86	3	8	7	2	10	10
Totals for 1884–85	2	4	2	5	4	9
Totals for 1883–84	4	—	5	2	9	2

APPENDIX A.

STATEMENT showing the Outlying SANDS and ROCKS on the Coasts of the United Kingdom upon which Vessels have Stranded.

APPENDIX A.

STATEMENT showing the outlying SANDS and ROCKS on the Coasts of the United Kingdom upon which Vessels have Stranded.

Name of Sand or Rock.	1883–84.	1884–85.	1885–86	1886–87.	1887–88.	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.
Abertay Sand, mouth of the River Tay	1	–	1	–	–	–	–	–	3	–
Ailsa Craig, Firth of Clyde	–	1	1	–	–	1	–	–	–	–
Aldboro' Napes, Suffolk	–	–	–	–	1	–	–	–	2	–
Alderman Rocks, entrance to Crookhaven Harbour.	–	–	–	–	–	–	–	1	–	–
Aldridge Shoal, Glamorganshire	–	–	–	–	–	–	–	1	–	–
Arklow Bank, off Wicklow	2	1	–	–	–	–	–	–	–	1
Armed Knight Rock, Cornwall	–	–	–	–	–	–	1	–	–	–
Arranman's Barrels, Argyleshire	1	–	–	1	–	1	–	–	–	–
Askew Spit, *see* Burbo Bank	–	–	–	–	–	–	–	–	–	–
Atherfield Ledge, Isle of Wight	1	3	2	3	3	–	1	1	2	–
Auskerry Island, Orkneys	–	–	–	–	–	–	–	–	1	–
Awleen Rock, near Spiddal, co. Galway	–	–	–	–	–	–	–	1	–	–
Baggy Leap, Barnstaple Bay	–	–	1	–	–	–	–	–	–	–
Bahama Bank, Isle of Man	–	1	–	–	–	2	–	–	–	–
Balmerino Bank, River Tay	–	–	–	–	–	–	–	–	–	1
Barber Sand, Norfolk	1	4	1	–	1	–	–	2	1	1
Barnard Sand, off Kessingland	1	–	2	5	3	–	4	2	2	4
Barnhourie Bank, Solway Firth	–	–	–	–	1	–	–	–	–	–
Barrels, Pembrokeshire, *see* Hats and Barrels	–	–	–	–	–	–	–	–	–	–
Barrow Sand, Essex	–	–	7	4	3	–	2	2	3	3
Barry Island, Glamorganshire	1	1	2	–	–	–	–	–	–	1
Bass Rock, Firth of Forth	–	–	1	–	1	1	–	–	–	–
Battery Rocks, *see* Tynemouth Rocks	–	–	–	–	–	–	–	–	–	–
Beach Rocks, off Leith	–	–	–	–	–	–	–	–	–	1
Beacon Ledge, Scilly Isles	–	–	–	–	–	2	1	–	1	–
Beacon Rocks, off Sunderland	–	–	1	–	–	–	–	–	–	1
Beimar Rock, Firth of Forth	1	–	–	1	1	–	1	–	–	–
Bell Rock, off the Firth of Tay	–	–	1	–	–	–	–	–	–	–
Bembridge Ledge, Isle of Wight	–	1	6	1	–	–	–	1	1	3
Bere Island, near Castletown, Co. Cork	–	1	–	–	–	–	–	–	–	–
Binks Sand, entrance to Humber	2	2	3	6	3	4	2	3	2	3
Bird or Burial Island, off Cloghy, Co. Down	–	–	1	–	–	–	–	–	–	1
Bishops and Clerks' Rocks, Pembrokeshire	–	–	2	1	–	–	1	2	–	–
Bishop's Rocks, Scilly	–	–	–	–	–	–	–	1	–	–
Bitches Rocks, Ramsey Island	–	1	–	–	–	–	–	–	–	–
Blackball Patch, off Youghal	–	–	–	–	–	–	–	2	–	–
Black Dog Rocks, Berwickshire	–	–	–	1	–	–	–	–	–	–
Black Middens, *see* Tynemouth Rocks	–	–	–	–	–	–	–	–	–	–
Black Rock, Ayrshire	1	–	–	–	–	–	3	–	–	–
Black Rock, off Burntisland	–	–	–	–	1	–	–	–	–	–
Black Rock, Carlingford Lough	–	1	–	–	–	–	–	–	–	–
Black Rock, Falmouth Harbour	–	–	–	1	–	–	–	–	–	–
Black Rock, near Galway	–	–	–	–	2	1	–	–	–	–
Black Rock, Glamorganshire	–	–	–	1	–	–	–	–	–	–
Black Rock Reef, off Yarmouth, Isle of Wight	1	1	–	–	1	1	–	–	–	1
Black Rocks, off Leith	–	1	1	–	–	–	–	1	–	–
Black Rock, Sound of Islay	–	1	–	–	–	1	–	–	–	–
Black Rock, Queenstown Harbour	–	–	–	–	–	1	–	–	–	–
Blackstone Rock, off Start Point	–	–	–	–	–	–	–	1	–	–
Blackstone Rock, near Dartmouth	–	–	–	–	–	1	3	–	–	–
Blacktail Spit, *see* Maplin Sand	–	–	–	–	–	–	–	–	–	–
Blackwater Bank, Wexford	–	–	1	2	2	–	–	1	–	1
Blakeney Sands, Norfolk	–	–	3	1	3	2	3	–	–	–
Bondicar Rocks, Hauxley, Northumberland	–	3	1	–	2	1	2	2	1	–
Boulder Bank, Sussex	–	–	–	2	1	1	–	–	1	–
Boulmer Rocks, Northumberland	1	3	1	1	–	6	3	–	–	1
Bo Ruadh Rock, *see* Skerryvore	–	–	–	–	–	–	–	–	–	–
Brake Sand, Kent	3	1	5	3	3	1	3	1	6	1
Bramble Sand, Hampshire	–	–	1	–	–	2	–	3	–	5
Braunton Sands, North Devon	1	–	–	1	1	–	1	1	–	1
Brazil Bank, Liverpool Bay	–	5	39	12	–	–	–	–	–	2
Brethren Rocks, North of Bressay, Shetland	–	–	–	–	–	–	–	–	–	1
Brigs Reef, Firth of Forth	–	–	–	–	–	–	–	1	–	–
Briggs Reef, Groomsport, County Down	2	–	–	1	–	1	–	–	–	–
Brimstone Rock, near Linney Head, Pembrokeshire.	–	–	–	–	–	–	–	–	1	–
Brook Ledge, Isle of Wight	1	–	1	–	–	–	–	–	–	–
Buccabu Ledge, Scilly Isles	–	–	–	–	–	–	1	–	–	–
Bucket Rock, near Berwick	–	–	–	–	–	1	–	–	–	–
Bull Sand, Humber	1	–	4	1	–	–	–	–	–	–
Bull Sand, Dublin	1	–	1	–	–	–	–	–	–	–
Bullock Patch, off the Isle of Wight	–	–	1	–	–	–	–	–	–	–
Bumble Rock, off the Lizard	–	–	–	–	–	1	–	–	–	–
Burbo Bank, Liverpool Bay	3	4	3	3	3	–	1	2	5	5
Burcom Sand, River Humber	2	–	–	–	–	–	–	1	1	1

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—*cont.*

Name of Sand or Rock.	1883–84.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.
Burford Bank, off Dublin	–	–	–	–	–	1	–	–	–	–
Burial Island, *see* Bird Island	–	–	–	–	–	–	–	–	–	–
Burnham Flat, Norfolk	1	1	–	–	–	–	–	1	2	1
Burnt Islands, Argyleshire	–	–	–	–	1	–	–	–	–	–
Buss Rock, off Eyemouth	–	–	–	–	–	1	–	1	–	–
Butter Pladdy Rock, Co. Down	–	–	–	–	1	–	1	1	–	–
Buxey Sand, Essex	–	–	–	–	1	–	–	–	1	1
Cairnbulg Briggs, near Fraserburgh	–	1	–	–	–	–	2	3	2	2
Caistor Shoal, Norfolk	–	–	1	1	–	2	–	1	1	2
Calf Islands, off Cape Clear, Co. Cork	–	–	–	–	–	–	–	–	1	–
Calf Island, Sound of Mull	–	1	–	–	–	–	–	–	–	–
Calf Rocks, entrance to Queenstown Harbour, Co. Cork.	–	–	–	–	–	–	–	–	1	–
Calf Rock, Scilly Isles	–	–	–	–	1	–	–	–	–	–
Calshot Spit, Solent	–	–	–	–	–	–	–	1	–	1
Cannon Rock, County Down	1	–	–	1	1	–	–	–	1	–
Cant Sand, Mouth of Thames	1	–	–	–	–	–	–	–	1	–
Carr Craig, Firth of Forth	–	–	–	–	–	–	–	1	–	–
Cardiff Sands, Glamorganshire	2	1	3	–	1	–	–	3	2	1
Carr Rock, Cresswell	–	–	–	1	–	–	–	–	–	–
Carr Rock, Milford Haven	–	–	–	–	–	–	–	–	–	1
Carr Rocks, Fifeshire, *see* North Carrs	–	–	–	–	–	–	–	–	–	–
Carrs (South) off North Berwick, *see* South Carrs.	–	–	–	–	–	–	–	–	–	–
Carreg Hen Rock, off Anglesea	–	–	–	1	–	–	–	–	–	–
Carrick Rock, Port St. Mary Bay, Isle of Man.	–	–	–	–	1	–	–	–	–	–
Carrickfergus Bank, Co. Antrim	1	–	–	–	–	–	–	–	–	–
Castle Rock, Aberystwith	–	–	–	–	–	–	–	–	–	1
Castle Rock, Dunbar	–	–	–	–	–	–	1	–	–	–
Catskier Rocks, Island of Gigha	–	–	–	1	–	–	–	–	–	–
Cefn Sidan Sands, Carmarthen	–	–	–	2	–	–	–	–	–	–
Chape Point Rocks, Co. Fife	–	–	–	–	–	–	1	–	–	–
Chequer Shoal, Mouth of Humber	1	–	–	–	–	–	–	–	–	–
Chit Rocks, Devonshire	–	–	–	1	–	–	–	–	–	–
Christchurch Ledge, Hants	–	1	–	–	–	–	–	–	–	–
Clippera Rocks, Holyhead	1	–	1	–	–	1	–	–	–	1
Coal Rock, Anglesea	–	–	–	2	–	–	–	–	–	–
Cockburn Rock, King Road	–	1	–	–	–	–	–	–	–	–
Cockle Rock, Galway Bay	–	–	–	–	–	1	–	–	–	–
Cockle Sand, Norfolk	–	1	1	–	–	–	–	–	–	1
Cockspit Scar, Cumberland	–	–	–	–	–	–	–	–	–	1
Columbine Sand, off Whitstable	1	–	–	–	–	–	–	–	–	–
Conistor Rock, Douglas Bay	–	1	–	–	1	–	–	–	–	–
Coombes Rock, near the entrance to Dartmouth Harbour.	–	–	–	–	–	–	–	–	–	1
Copeland Islands, County Down	–	1	–	–	–	–	–	–	1	2
Copper Rock, off Blind Harbour, co. Cork	–	–	–	–	–	–	–	1	–	1
Copperas Rock, Devonshire	–	–	–	–	1	–	–	–	1	–
Coquet Island, Northumberland	1	–	–	–	2	–	–	1	–	–
Cork Sand, Essex	–	–	–	1	–	1	1	2	2	1
Corrigamore Rock, Kinvarra Bay, Co. Galway.	–	–	–	–	–	–	–	–	–	1
Corton Sand, Suffolk	–	1	–	–	–	–	1	2	2	–
Covesea Skerries, west of Lossiemouth	–	–	–	–	–	–	–	–	–	1
Cow Rocks, Clonakilty	–	–	–	1	–	–	–	–	–	–
Craig Leith Rock, off North Berwick	–	–	–	–	–	–	–	–	–	1
Craig Waugh, Firth of Forth	–	–	–	–	–	–	1	1	–	–
Craster Carr, Northumberland	–	1	–	–	–	–	1	–	–	–
Crebawethan Rocks, Scilly Isles	–	–	–	1	–	–	–	–	–	
Creswell Skerries, Northumberland	–	–	–	–	–	–	–	1	–	–
Crim Rocks, Scilly	–	–	–	–	–	1	–	–	–	–
Crinan Rocks, Ardrossan	1	–	–	1	–	–	–	–	–	
Cross Sand, off Yarmouth	10	7	6	6	7	3	2	7	5	–
Crow Rock, Co. Cork	–	–	–	–	–	–	–	–	–	1
Crow Rock, Pembrokeshire	1	–	–	1	–	–	–	2	–	–
Cuilean Rock, Island of Jura	–	–	–	–	1	–	–	–	–	–
Culver Sands, Bristol Channel	–	–	1	–	–	–		–	–	
Curlane Bank, Queenstown Harbour	–	–	2	–	1	2	–	–	–	–
Cutler Sand, Suffolk	1	–	–		–	2	1	3	1	–
Dasley Sand, Lynn Deeps	1	–	–	–	–	–	–	–	–	–
Daunt Rocks, Queenstown	–	–	–	1	–	–	–	–	–	–
Docking Shoal, Norfolk	–	–	–	–	–	–	–	1	–	–
Dogger Bank, Wexford	–	–	–	1	–	–	2	1	2	–
Dog Nose Bank, Queenstown Harbour	–	–	–	–	–	–	–	1	1	–
Dog's Head Sands, Skegness	–	–	–	–	1	–	1	1	–	–
Doolach Rocks, Galway Bay	–	–	–	–	–	–	–	1	–	–
Doombar, Padstow Harbour	1	1	1	2	2	–	1	–	–	

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—*cont.*

Name of Sand or Rock.	1883–84.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.
Dowsing Sand, Inner, Lincolnshire	–	1	–	–	–	1	–	–	–	–
Dowsing Sand, Outer	–	–	–	–	–	–	–	1	–	–
Drake's Island, Plymouth	1	1	1	–	2	3	1	3	1	1
Draystone, near Plymouth	1	–	–	–	1	–	–	–	–	–
Drum Sand, Firth of Forth	–	–	–	–	–	–	–	1	–	–
Dubh Sgeir, off Tiree	–	1	–	–	–	–	–	–	–	–
Duddon Bank, off Fleetwood	–	–	1	–	–	–	–	–	–	–
Dudgeon Sand, off Norfolk	1	–	–	1	–	1	–	–	–	1
Dumball Sand, King Road	–	–	–	–	–	–	–	4	5	1
Dunany Reefs, Co. Louth	–	–	–	–	–	1	–	–	–	–
Dunstan Rock, Scilly Isles	–	–	–	–	–	1	–	–	–	–
Dutchman's Bank, Anglesea	–	–	1	1	2	2	2	2	–	1
Dyke Spit, off Ramsgate	3	–	–	–	–	–	–	–	–	–
Eagle Sand, Essex	–	–	–	1	–	–	–	–	–	1
Earl Rock, Carlingford Lough	–	5	–	–	–	–	–	–	–	–
Eastborough Ridge, Sussex	–	–	–	–	1	–	–	–	–	–
East Mouse, Anglesea	–	–	–	–	1	–	–	–	–	–
Eddystone, off Plymouth	–	–	–	–	–	–	–	1	–	–
English Grounds, Bristol Channel	–	–	–	–	1	2	2	2	–	2
English Rock, Galway	–	–	1	–	–	–	–	–	–	–
English Stones, River Severn	–	–	–	–	–	–	–	–	–	1
Ennach Rock, near the Lizard	–	–	–	–	1	1	–	–	–	–
Eyebroughy Rocks, Firth of Forth	–	–	–	–	–	–	–	–	–	1
Faggot Rock, Newton, Northumberland	–	–	1	–	–	–	–	–	–	–
Fairlie Patch, Firth of Clyde	1	–	–	–	–	–	–	–	–	–
Fastnet Rock, Co. Cork	–	–	–	–	–	–	1	–	–	–
Fern Islands, Northumberland	3	2	1	–	4	1	4	–	–	2
Ferrier Sand, the Wash	–	–	1	–	–	–	–	–	–	–
Fidra Island, Firth of Forth	–	–	–	1	–	–	–	–	–	–
Flatholms, Bristol Channel	–	–	3	–	1	1	–	–	–	–
Formby Spit, *see* Mad Wharf	–	–	–	–	–	–	–	–	–	–
Foulness Spit, Thames Entrance	–	–	2	1	–	–	–	–	2	1
Foulney Island, Morecambe Bay	–	–	–	1	–	–	–	–	1	–
Gabbard Sand, off Harwich	1	1	–	1	–	1	–	–	1	–
Galloper Sand, Thames Entrance	3	3	1	2	–	1	1	1	1	–
Ganol Rock, Pembrokeshire	–	–	1	–	–	–	–	–	–	–
Gare Sand, River Tees	–	–	1	–	–	1	–	–	–	–
Garvie Island, East of Cape Wrath	–	–	–	–	–	–	–	–	–	1
Gedges Rocks, Cornwall	–	–	–	–	–	–	1	–	–	–
Gigulum Rock, Gigha Sound	–	–	1	–	–	–	–	–	–	–
Gilman Sand, Thames Estuary	–	–	–	1	–	–	–	–	–	–
Gilstone Rock, near Harrington	–	–	1	–	–	–	–	–	–	–
Girdler Sand, Thames Entrance	5	1	–	1	1	1	2	–	–	1
Girdlestone, near Aberdeen	–	–	–	–	–	–	–	1	–	–
Goil Island, Stornoway	1	–	–	–	–	–	–	–	–	–
Goldstone Rock, near Holy Island, Durham	–	–	–	–	–	–	2	–	–	–
Goodwick Sands, Pembrokeshire	–	–	–	–	–	1	–	–	–	–
Goodwin Sands, Kent	10	13	12	18	6	20	4	14	10	13
Gore Sand, near Burnham, Somerset	1	1	–	–	–	–	–	–	–	–
Grassholm Island, St. Bride's Bay	2	–	–	–	–	–	–	–	–	–
Great Connel Rock, Loch Etive, Argyllshire	–	–	–	–	–	–	–	–	1	–
Great Crab Rock, Scilly Isles	–	–	–	–	1	–	–	–	–	–
Green Grounds, Swansea Bay	–	–	–	–	–	–	–	1	–	
Gunfleet Sand, Thames entrance	5	6	5	5	4	5	5	7	3	
Gunnaway Rock, Carlingford Lough	–	–	–	–	1	–	–	–	–	–
Gunnet Rock, Firth of Forth	–	–	–	–	1	–	–	–	–	–
Halliday Flats, near Harwich	–	–	–	–	1	–	2	–	–	–
Hamilton Bank, Spithead	–	–	–	–	–	–	–	–	1	–
Hammonds Knoll, Norfolk	1	–	–	–	–	2	1	–	2	–
Hamstone Rock, Devon	–	–	–	1	–	–	–	–	–	–
Harbour Rock, Queenstown Harbour	–	–	1	–	–	–	–	–	1	–
Hardman, Isle of Wight	–	–	–	1	–	–	–	–	–	–
Harry Furlong's Rocks, Anglesea	2	–	–	1	–	1	–	–	2	–
Hasborough Sand, Norfolk	9	4	9	4	13	14	6	8	11	10
Hats and Barrels, Pembrokeshire	1	–	–	1	1	–	–	1	1	–
Haulbowline Rocks, Carlingford Lough	1	–	–	–	–	–	–	1	–	–
Hauxley Rocks, Northumberland	–	1	–	–	–	–	–	–	–	–

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—*cont.*

Name of Sand or Rock.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
Hebbles Sand, River Humber	–	–	–	–	–	1	–	–	–	3
Helbre Island, off Cheshire	–	–	1	–	–	–	–	2	2	–
Hellyhunter Rock, Carlingford Lough	–	–	–	–	–	1	–	–		–
Hems Rock, Cloghy Bay	–	–	–	–	1	–	–	–	–	–
Hen and Chickens Rocks, Firth of Forth	–	–	–	1	2	–	–	–	1	–
Hendon Rocks, near Sunderland	3	–	–	–	–	–	–	1	1	–
Hepburn Shoal, *see* Tynemouth Rocks	–	–	–	–	–	–	–	–	–	–
Herd Sand, Durham	–	–	–	–	–	1	–	–	–	–
Highland Rock, near the Maidens	–	–	–	1	–	–	–	–	1	–
Hollywell Reef, East of Beachy Head	–	–	–	–	–	–	–	1	–	–
Holm Sand, Suffolk	2	2	1	3	3	3	3	5	5	6
Holme Sand, River Humber	–	1	1	–	–	–	–	2	3	–
Honeycomb Rocks, Somerset	–	–	–	1	–	–	–	–	–	–
Hook Sand, Poole	3	–	–	–	–	–	–	–	3	–
Hook Sand, Margate	1	–	1	–	–	–	–	–	–	1
Horse Bank, Solent	–	–	–	–	–	1	2	–	–	–
Horse Bank, Southport, Lancashire	–	–	–	1	1	–	–	–	–	–
Horse Bank, Swale	–	–	–	–	1	–	–	–	–	–
Horse Isle, near Ardrossan	1	–	–	–	1	–	–	–	2	–
Horse Rock, Ramsey Sound	–	1	–	–	–	–	–	–	–	–
Horse Rock, Yorkshire	–	–	–	–	–	1	–	–	–	–
Horse Shoe Bank, off Wicklow	–	–	–	–	–	–	1	–	–	–
Hough Skerries, off the Island of Tiree, Argyllshire.	–	–	–	–	–	–	–	–	1	–
How Ledge, Colwell Bay, Isle of Wight	2	–	–	–	–	–	–	–	–	2
Hoyle, East and West Sands, River Mersey	3	2	3	3	3	4	4	5	7	10
Hugo Bank, Swansea Bay	–	1	–	1	–	–	–	–	–	–
Inchcolm (including the Middens), Co. Fife.	1	–	1	–	–	–	–	–	–	–
Inch Garvie, Firth of Forth	–	2	–	–	–	–	–	–	–	–
Inchkeith, Firth of Forth	–	2	–	1	–	3	4	1	1	2
Ingald Skerry, Orkneys	–	–	–	–	–	–	1	–	–	–
Inishinny Island, co. Donegal	–	–	–	–	–	–	–	1	1	–
Inner Voder Rock, E. Coast of Shetland	–	–	1	–	–	–	–	–	–	–
Innistrahull Island, Co. Donegal	–	–	1	–	–	–	–	–	–	–
Ireland's Eye, Co. Dublin	–	–	–	–	–	–	–	1	1	–
Iron Rocks, Arran, Firth of Clyde	–	–	–	1	–	–	–	–	–	–
Island Dun, Firth of Lorn	–	–	–	–	–	–	–	–	–	1
Isle of May, Firth of Forth	1	1	2	–	1	–	1	1	1	–
Jenkin Sand, Kent	–	–	–	–	–	1	–	–	1	–
Jordan Flats, Lancashire	–	–	–	–	–	–	–	1	–	1
Kailyard Rock, near the entrance to Leith Harbour.	–	–	–	–	–	–	–	–	–	1
Kedge Island, Baltimore Bay, Co. Cork	–	–	–	–	–	–	–	–	1	–
Keel Rock, Dartmouth	–	–	1	1	–	1	–	–	–	–
Kenfig Sands, Bristol Channel	–	–	1	–	–	–	–	–	–	–
Kentish Knock, Essex	12	4	2	6	1	3	1	2	–	3
Killigray Island, Hebrides	–	1	–	–	–	–	–	–	–	–
Kimmeridge Ledges, Dorset	1	–	3	3	1	–	1	1	3	1
Kish Bank, Dublin	–	2	–	1	2	1	–	1	–	1
Knock Sand, Thames Estuary	–	–	–	3	–	1	–	1	1	–
Knowle Sand, off Mablethorpe	–	1	1	–	–	–	–	–	–	–
Lady Isle, off Troon	–	–	–	–	–	–	–	–	–	1
Lady Rock, off Mull	–	–	–	–	–	–	1	–	–	–
Lee Ore Rocks, Cornwall	–	–	–	–	1	–	–	1	–	–
Leigh Middle Sand, Essex	1	1	2	1	–	1	–	–	–	1
Leman and Ower Sand, off Norfolk	3	1	–	2	2	–	1	–	2	3
Lethegus Rocks, Scilly Isles	–	–	–	–	–	–	1	–	–	–
Little Herwit Rock, South East Point of Inchkeith.	–	–	–	–	–	–	–	–	–	–
Little Ross Island, Kirkcudbrightshire	–	–	–	–	–	–	–	–	1	–

STATEMENT of outlying ROCKS and SANDS upon which Vessels have Stranded—*cont.*

Name of Sand or Rock.	1883–84.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.
Little Skerry Rock, Pentland Firth	–	–	–	–	–	1	–	–	–	–
Long Craig Rock, near Kirkcaldy	–	1	–	–	–	–	–	–	–	1
Long Rock, Ballywalter, Co. Down	–	3	–	–	–	–	–	–	–	–
Long Rock, near Penzance	–	–	–	–	2	–	–	–	–	–
Long Sand, Essex	3	1	1	4	7	4	3	4	5	2
Long Sand, Lynn Well	1	–	2	2	–	2	–	–	1	1
Long Scar, Durham	1	–	1	1	–	1	1	–	–	–
Longa Island, Gairloch	–	–	–	–	–	1	–	–	–	–
Longnose Ledge, near Margate	3	4	4	2	1	–	1	3	–	1
Longships Rocks, Cornwall	–	2	–	–	–	–	–	–	2	–
Low Lee Rocks, Mount's Bay	–	1	–	–	–	–	–	–	–	–
McKenny Bank, Lough Foyle	1	–	–	–	–	–	–	–	1	–
Mad Wharf and Formby Spit, Liverpool Bay.	–	–	–	–	–	–	–	1	1	–
Maenheere Rock, off the Lizard	–	–	–	–	–	–	–	–	–	1
Maiden Rock, Dublin Bay	–	–	–	–	1	–	–	–	–	–
Maiden Rocks, North Berwick	–	–	1	1	–	–	–	–	–	–
Manacles Rocks, Cornwall	2	3	–	–	–	–	1	1	1	1
Maplin Sand, including the Blacktail Spit, Essex.	4	5	5	9	13	10	8	6	8	5
Mar Craig Rock, Peterhead	–	–	1	–	–	–	1	–	–	–
Margaretta Shoal, Galway Bay	–	–	1	–	–	–	–	–	–	–
Margate Sands, Kent	2	2	3	1	–	1	–	–	3	–
Mew Island, County Down	–	–	2	–	–	–	–	–	–	–
Mewstone Ledge, near Plymouth	1	–	–	–	–	–	–	–	–	–
Middle Bank, Lough Foyle	2	–	6	1	–	1	3	2	3	–
Middle Bank, Lough Larne	4	10	5	2	2	1	5	3	–	2
Middle Mouse, off Cemaes, Anglesea	–	–	1	–	–	–	–	–	1	–
Middle Sand, Essex	1	1	–	1	–	–	–	2	–	–
Middle Sand, River Humber	–	–	1	–	–	2	–	1	1	3
Mixen Shoal, near the Owers, Sussex	–	1	1	1	–	1	1	–	–	–
Mixen Sand, near the Mumbles	–	–	–	–	–	–	–	1	–	–
Mole Rocks, off Folkestone	–	–	–	–	–	1	–	–	–	–
Monkstone, Bristol Channel	–	–	–	1	–	–	–	–	1	–
Morgan Pladdy, Carlingford Lough	–	–	–	–	–	–	1	–	–	–
Morris Rock, Torbay	–	–	–	–	–	–	–	–	–	1
Mort Bank, Morecombe Bay	–	1	1	–	–	–	–	–	–	–
Morte Stone, off Morte Point, Devonshire	–	–	–	–	–	–	–	–	–	1
Mother Bank, Solent	–	–	–	–	–	–	–	–	–	1
Mouse Sand, Mouth of Thames	1	1	1	–	–	–	–	1	–	3
Muck Island, Co. Antrim	–	–	–	–	–	1	–	–	–	–
Muck Rocks, Banffshire	–	1	–	–	–	–	–	–	–	–
Mulvin Rocks, off the Lizard	–	–	–	–	2	–	–	–	–	–
Mussel Scarp, *see* Tynemouth Rocks	–	–	–	–	–	–	–	–	–	–
Mutton Island, Galway Bay	–	–	–	–	–	–	1	1	3	1
Nash Sand, Glamorganshire	–	1	2	5	–	1	2	1	1	3
Newcombe Sand, near Dungeness	–	1	–	–	1	–	–	–	–	–
Newcome Sand, Suffolk	1	2	5	–	2	1	–	2	4	3
Nigg Sands, Cromarty	–	–	–	3	2	1	–	–	–	1
Nimble Rock, Devonshire	–	–	–	–	3	–	–	–	–	–
No Man's Land, Solent	1	–	–	1	–	2	1	–	4	2
Nore Sand, River Thames	2	–	3	5	3	1	2	2	–	–
North Bank, Liverpool Bay	–	–	–	–	1	–	–	–	–	–
North Bank, off Silloth	–	–	–	–	1	–	–	–	–	1
North Briggs, near Whitehead, co. Antrim	–	–	–	–	–	–	–	1	–	–
North Carr Rock, Fifeshire	1	1	1	3	–	–	–	–	1	1
North Rock, County Down	1	4	2	1	–	–	1	1	–	
North Sand, Great Yarmouth	–	–	5	1	–	4	2	2	–	–
North West Rock, Donegal Bay	–	–	–	–	–	1	–	–	–	–
Oaze Sand, Mouth of Thames	1	2	1	–	–	1	1	–	1	–
Old Harry Ledge, off Poole	–	–	–	–	–	2	–	–	–	–
Orestone Rock, Torbay, including surrounding Rocks.	–	–	–	–	1	–	–	–	–	–
Otter Bank, Loch Fyne	–	–	–	–	–	–	–	–	1	–
Outcar Rocks, Northumberland	–	–	–	–	–	1	–	–	–	–
Owers Sand, Sussex	–	–	2	–	2	2	3	3	1	1
Oxcar Bank and Rocks, Firth of Forth	–	–	–	–	1	–	–	–	–	–
Ox Rock, near Elie Ness, Fifeshire	–	–	–	–	–	–	–	–	–	1
Oyster Bank, Belfast Lough	–	3	1	–	–	2	–	–	–	–

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—*cont.*

Name of Sand or Rock.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
Pan Sand, Whitstable	–	–	–	–	1	–	–	–	–	1
Patch Sand, entrance to River Dee	–	–	–	–	–	–	–	–	1	–
Paterson's Rocks, Sanda Island	–	–	1	–	1	–	–	–	–	–
Pear Tree Rocks, near Start Point	–	–	–	–	–	1	–	–	–	–
Penlas Rock, Holyhead	–	–	–	–	–	1	–	–	–	–
Pennington Spit, Solent	1	1	–	–	1	2	2	6	2	2
Pentland Skerries	1	1	–	1	–	–	–	–	1	–
Petrie Rock, off Peterhead	–	–	1	–	–	–	–	–	–	–
Pladda Lug, Ballyquintin	–	–	1	–	–	–	–	–	–	–
Platter's Rocks, Holyhead Harbour	–	–	–	–	–	–	–	1	3	1
Platters Rocks, Skerries, Anglesea	2	1	1	4	1	3	3	–	–	–
Platters Sand, off Landguard Fort, Suffolk	–	–	–	–	1	–	–	2	1	–
Plough Rock, near Holy Island, Durham	1	1	1	1	1	–	–	1	–	–
Pole Rock, near Linney Head, Pembrokeshire.	–	–	2	–	–	–	–	–	–	–
Pole Sands, Chichester	1	–	–	–	–	–	–	–	1	–
Pole Sands, Exmouth	–	–	1	2	2	3	–	–	1	1
Poor Woman's Rock, off E. coast of Harris	–	–	–	–	–	1	–	–	–	–
Proud Foot Rock, Wick Bay	1	1	–	–	–	1	–	1	–	–
Puffin Island, East Coast of Anglesey	–	–	1	–	1	1	–	–	–	2
Punch Cross Rocks, entrance to Fowey Harbour.	–	–	1	–	–	–	–	–	–	–
Querns, off Ramsgate	–	–	1	1	1	3	4	1	–	–
Quies, Cornwall	–	–	–	1	–	–	–	–	–	–
Ragged Island, Smith's Sound, Scilly	–	–	–	–	–	–	–	–	–	1
Rag Ledges, Scilly	–	–	–	–	1	–	–	–	–	–
Ranie Spit, Glamorganshire	–	–	1	–	–	–	–	–	–	1
Rathlin Island, Antrim	1	4	1	–	–	–	–	–	–	–
Rattray Briggs, Aberdeen	–	–	1	1	1	–	–	2	–	2
Redcar Rocks, Yorkshire	2	4	2	2	4	5	5	4	4	4
Red Sand, Thames entrance	2	–	–	–	–	–	–	–	–	1
Red Stones, near Helbre Island	–	–	–	–	2	–	–	–	–	–
Reefdike Skerries, Orkney	–	1	–	–	–	–	–	–	–	–
Rennies Rocks, Looe Island	–	–	–	1	–	–	–	–	–	–
Rhoscolyn Island and Rocks, Holyhead	–	1	–	–	–	–	–	–	–	–
Ridge Sand, Kent	–	–	–	1	–	–	–	2	–	1
Ridge (The), Holy Island, Durham	–	–	1	2	–	–	–	–	–	–
Roar Sand, Kent	2	1	1	–	2	1	2	–	1	–
Robin Rigg Sand, Cumberland	–	–	–	–	1	1	–	–	–	–
Rock Angus, Strangford Lough	–	1	1	2	1	–	–	–	–	–
Roker Rocks, near Blyth	1	–	–	1	–	–	–	–	–	–
Roseneath Patch, Firth of Clyde	–	1	–	–	–	–	–	–	–	–
Rosse Spit, off Saltfleet, Lincolnshire	–	–	–	–	–	–	–	–	2	–
Ru Sand Rock, near Ardnamurchan	–	–	1	–	–	–	–	–	–	–
Rundlestone Rock, Cornwall	1	1	–	2	1	–	1	–	3	–
Rusk Bank, Wexford	–	–	–	–	–	–	–	–	1	–
Ryde Sands, Isle of Wight	–	–	2	–	–	–	–	–	1	2
St. Catherine's Rock, near Inchkeith	–	–	–	–	–	–	–	–	1	–
St. Catherine's Rock, Tenby	–	–	–	–	–	–	–	1	–	–
St. Mary's Island, Northumberland	–	–	–	–	1	–	–	1	–	1
St. Patrick's Bridge, Wexford	–	–	1	–	–	–	–	–	–	–
St. Patrick's Rocks, Killala Bay, Co. Mayo	–	–	–	–	–	–	–	–	–	1
St. Vincent Rock, near the West Mouse, Anglesea.	–	–	–	–	–	–	–	1	–	–
Salisbury Bank, River Dee, Flintshire	–	2	–	3	–	2	–	–	1	–
Salt Rock, Strangford Lough	–	–	1	–	–	–	–	–	–	–
Saltee Islands, Wexford	1	–	–	–	–	–	–	–	–	–
Salthouse Bank, near Lytham	1	–	–	1	–	–	–	–	1	1
Salt Scars, Yorkshire	1	5	1	3	4	–	2	1	3	–
Sand Haile Bank, Lincolnshire	–	–	–	1	1	–	–	2	3	2
Sand Ridge, Holy Island, Northumberland	–	1	–	–	–	–	–	–	–	–
Sanda Island, Campbeltown	2	–	–	–	1	–	–	1	–	1
Sarn Badrig or St. Patrick's Causeway, Cardigan Bay.	–	–	–	–	–	–	–	–	–	3
Saunton Sands, North Devon	1	1	1	1	–	1	–	–	–	1
Scarrs of Cruden, Aberdeenshire	1	–	–	–	–	–	–	–	–	–
Scarweather Sands, Bristol Channel	–	–	–	2	1	1	–	–	1	1
Scotston Brigs, Peterhead	–	–	–	–	–	1	–	–	–	2
Scrane Rock, Langness Point, Isle of Man	–	–	1	–	–	–	–	–	–	–

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—*cont.*

Name of Sand or Rock.	1883–84.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.
Scroby Sand, off Great Yarmouth	5	7	10	7	3	7	3	5	4	4
Scull Ridge, Boston Deeps	–	–	–	–	1	–	–	–	–	–
Seal Island, Oronsay	–	–	–	–	1	–	–	–	–	–
Seal Rock, off Skye	–	–	–	–	–	1	–	–	–	–
Seaton Sea Rocks, near Blyth	1	1	1	–	–	–	–	–	1	–
Selker Rocks, Cumberland	–	–	–	–	–	2	–	–	–	–
Seven Stones, Land's End	–	–	1	–	3	–	–	2	1	1
Shag Rocks, Scilly Isles	–	–	–	–	–	1	–	–	1	–
Shagstone Rock, Plymouth	–	–	–	2	1	–	–	–	–	–
Shambles Shoal, off Portland	1	–	–	–	–	–	1	–	–	–
Sheep Island, Rathlin Sound	–	1	–	–	–	–	–	–	1	–
Sheep Island, Sanda Sound	–	–	–	–	1	–	–	–	–	–
Sheep Rock, Carlingford Lough	–	2	–	–	–	–	–	–	–	–
Sheerness Middle Sand	–	–	–	–	–	–	–	1	1	–
Sherringham Shoal, Norfolk	2	–	–	–	2	–	–	–	–	–
Shingles, off Margate	2	–	–	–	–	1	–	2	2	2
Shingles Reef, Hants	2	6	3	6	1	1	–	3	2	1
Ship Ledge, Isle of Wight	–	–	–	1	–	–	2	–	–	–
Shipwash Sand, Suffolk	2	5	1	4	–	3	5	5	1	3
Shivering Sand, Mouth of Thames	–	–	–	–	1	–	–	–	–	–
Shoeburyness Sands	7	2	1	3	5	4	1	1	1	1
Silloth Bank, Cumberland	1	–	–	–	–	–	2	–	–	–
Sizewell Bank, Suffolk	1	1	–	1	2	2	–	–	–	1
Skeir Golach, Loch Carron, Ross-shire	–	–	–	–	–	–	1	–	–	–
Skelmorlie Bank, Firth of Clyde	–	–	–	–	1	–	–	–	–	–
Skelligs Rocks, off Co. Kerry	–	–	–	–	–	–	–	–	–	2
Skerries, Anglesea	–	–	1	–	–	–	–	–	–	1
Skerries, Dublin	–	–	–	–	1	–	–	–	–	1
Skerries, near Portrush	–	–	–	–	–	–	1	–	–	–
Skerries of Skea, off Westray, Orkneys	–	–	–	–	–	–	–	1	–	–
Skerries Bank, near Start Point	1	–	–	1	–	2	–	–	–	–
Skerry Rocks, Buchanness	–	–	–	–	–	1	–	–	–	–
Skerry Rock, near Peterhead	–	–	–	–	–	–	–	1	–	–
Skerryvore Rocks, off Argyleshire	–	–	–	2	–	–	–	–	–	–
Skinner's Rock, Holyhead	–	–	–	–	1	–	–	–	–	–
Skokham Island, near Milford Haven	1	1	–	–	–	1	–	–	–	1
Skomar Island, Milford Haven	1	–	–	–	–	–	–	–	–	–
Skull Martin Rock, County Down	1	–	–	–	–	1	–	–	–	–
Slignach Rock, Loch Sunart	–	–	–	–	–	1	–	–	–	–
Slimer Rocks, near Plymouth	–	–	1	–	–	–	–	1	–	–
Smalls Rocks, Pembrokeshire	–	–	1	2	–	1	–	1	1	3
Smith's Knoll, near Hasborough Sand	1	–	–	–	1	–	–	–	–	–
Smithic Sand, Bridlington	–	–	–	–	1	1	2	–	–	2
Society Bank, Firth of Forth	–	–	–	–	–	–	–	–	–	1
South Beacon Rocks, off Sunderland	–	–	–	–	1	–	–	–	–	–
South Carr Rocks, Firth of Forth	–	–	2	1	–	1	2	–	–	–
South Rock, Co. Down	1	1	2	–	1	–	–	–	–	–
Sow and Pigs Rocks, Blyth	–	1	1	–	1	–	2	2	3	1
Spaniard Sand, Kent	–	1	–	1	–	–	–	–	–	–
Spile Sand, off Whitstable	–	–	–	1	–	–	–	–	–	–
Spit Bank, Queenstown Harbour	1	–	1	–	1	–	–	–	1	–
Spit Sand, Bristol Channel	1	–	–	–	–	–	–	–	1	–
Splough Rock, Co. Wexford	–	–	–	–	–	–	–	1	–	–
Stag Rock, Cornwall	–	1	1	–	–	1	–	–	–	2
Stiffkey Sands, Norfolk	–	–	–	–	–	–	–	1	–	–
Stones, The, off Godrevy, Cornwall	–	–	–	1	–	–	–	–	–	–
Stone Binks, Spurn Point, *see* Binks Sand	–	–	–	–	–	–	–	–	–	–
Stroma Skerries, Caithness	–	2	–	–	2	–	–	–	–	–
Sully Island, Glamorganshire	–	1	–	–	–	2	–	1	–	–
Sully Ledge, Bristol Channel	–	–	–	–	–	–	–	1	–	2
Sunk Sand, Essex	–	1	1	1	2	1	–	2	1	–
Sunk Sand, River Humber	–	–	–	–	–	–	–	1	1	–
Swadman Rock, off Bamborough	–	–	1	–	2	–	–	1	–	1
Swallow Bank, near New Romney	–	2	–	–	–	–	–	–	–	–
Swellies Rocks, Menai Straits	–	–	–	–	–	–	1	–	–	1
Swin Sand, Mouth of Thames	2	1	1	–	–	2	1	2	2	2
Tarf Tail, off Swona, Pentland Firth	–	–	–	1	–	–	–	–	–	–
Taylor Bank, Liverpool Bay	–	2	1	1	2	–	–	1	3	–
Tavay Island, Loch Erisort, Hebrides	–	–	–	–	–	–	–	–	1	–
Thief Sand, Lynn Channel	–	–	–	–	–	–	–	1	–	–
Thorn Island, entrance to Milford Haven	–	–	–	–	–	–	–	–	–	1
Thorpe Rocks, Suffolk	–	–	–	1	–	1	–	–	–	1
Three Fathoms Bank, off Maryport	–	–	–	–	–	1	–	–	–	–
Three Feet Bank, Solway Firth	–	–	–	–	1	–	–	–	–	–
Three Stone Ore Rock, Cornwall	–	–	1	–	–	–	–	–	–	–
Tinker Rocks, Totland Bay, Isle of Wight	–	–	–	–	–	–	–	–	–	1
Toe Rocks, Milford Haven	–	–	–	–	–	1	–	–	–	1
Tongue Sand, Kent	–	2	–	1	2	2	3	1	–	2
Tor Rocks, near Inistrahull Island	–	–	1	–	–	–	–	1	–	–
Tory Island, Donegal	–	1	1	1	–	–	–	1	–	–
Trinity Sand, River Humber	–	1	–	–	–	2	3	1	1	1
Tuskar Rock, Glamorganshire	1	–	–	1	–	1	2	–	1	1

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—*cont.*

Name of Sand or Rock.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
Tuskar Rock, Wexford	1	1	–	–	–	–	–	–	–	–
Tynemouth Rocks, including the Black Middens, the Battery Rocks, Hepburn Shoal, Prior's Rocks, and Mussel Scarp, Northumberland.	–	2	–	2	–	2	5	1	3	2
Uchaf Rock, Penglegyr Point, Pembrokeshire.	–	–	–	–	–	–	–	–	–	1
Upgang Rocks, off Whitby	–	–	–	–	–	1	1	–	–	–
Usk Patch, Bristol Channel	–	–	1	–	1	–	1	–	–	–
Varne Sand, Kent	1	–	2	–	2	–	1	1	–	–
Vee Skerries, off Papa Stour, Shetland	–	–	–	–	–	–	–	–	1	–
Vere Reef, Unst, Shetland	–	–	–	–	–	–	1	–	–	–
Voder Rocks, Shetland	–	–	–	–	1	–	–	–	–	–
Wallace Rocks, near Roddens, County Down.	–	1	–	–	–	–	–	–	–	–
Walney Island, Lancashire	–	3	1	1	–	–	–	–	2	1
Walpole Rocks, near Margate	–	–	–	–	–	–	1	2	–	–
Warden Ledge, Isle of Wight	1	2	1	3	–	1	–	–	–	1
Well Bank, Norfolk	–	–	1	–	–	2	–	–	–	–
Welloe Rock, Mount's Bay	–	–	–	–	–	–	1	–	1	–
Wells Sands, Norfolk	–	2	–	1	1	1	–	1	–	3
Welsh Sands, Bristol Channel	–	–	1	–	1	–	1	–	–	1
West Mouse Sand, Anglesea	–	–	1	–	–	–	–	–	–	–
West Rocks, Harwich	1	1	1	3	–	2	–	–	–	2
Westward Ledge, Scilly	–	–	–	–	–	1	–	–	–	–
Whale Back Rock, near Lossiemouth	–	1	–	–	–	–	–	–	1	–
Whitburn Steel, Durham	2	1	3	2	–	2	3	3	1	4
Whitby Sands and Rocks, Yorkshire	–	–	1	1	1	1	–	4	1	1
White Stones, near Banff	–	1	–	–	–	–	–	–	–	–
Whitestones, off Sunderland	–	–	1	–	–	–	–	–	–	–
Whithorn Island, Wigton	–	–	–	–	–	1	–	–	–	–
Whiting Sand, Suffolk	–	–	–	–	1	2	–	–	1	1
Whiting Sand, The Wash	1	–	–	–	–	–	–	–	–	–
Whitaker Spit, Essex	–	–	1	2	1	–	–	–	2	–
Winterton Ridge, Norfolk	1	1	1	1	–	1	–	1	–	–
Wolves Rocks, Bristol Channel	–	–	–	–	–	1	–	–	1	–
Wool House Rock, Carmarthen Bay	1	–	–	–	–	–	–	–	–	–
Woolpack Ridge, the Wash	–	–	–	–	–	–	–	1	1	1
Workington Bank, Solway Firth	–	–	–	–	–	1	–	–	–	–
Wyneck Rock, Cornwall	–	–	–	–	–	–	1	–	–	–
Yantlett Flats, River Thames	–	–	1	1	–	1	1	–	–	–
Yaw Rock, near the Dodman, Cornwall	1	–	–	–	–	–	–	1	–	2
Yensta Skerry, near Deer Ness, Orkney Islands.	–	–	1	–	–	–	–	–	–	–
Ynys Gross Rocks, Carnarvon Bay	–	–	–	–	–	–	–	–	1	–
Yule Rocks, Sound of Mull	–	–	–	–	–	2	–	–	–	–
Zebra Flats, Liverpool Bay	–	–	–	–	–	–	–	–	–	2
Totals	240	253	316	284	248	272	210	260	266	269

APPENDIX B.

TABLE 1.—STATEMENT OF CASUALTIES, &C. IN RIVERS AND HARBOURS OF THE UNITED KINGDOM.

TABLE 2.—STATEMENT OF CASUALTIES, &C. IN RIVERS AND HARBOURS ABROAD.

APPENDIX B.

TABLE 1.—STATEMENT showing the RIVERS AND HARBOURS OF THE UNITED KINGDOM in which Shipping Casualties occurred during the Year ended 30th June 1893, and showing also the Nature of the Casualties, and whether resulting in Total or Partial Loss of Vessel, together with the Number of Vessels which met with Casualties, and the Number of Lives Lost by such Casualties, and further distinguishing British Vessels from Foreign Vessels, and Sailing Vessels from Steam Vessels.

(River casualties, when no limits are mentioned, include all casualties that happened above the mouths of the Rivers.)

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
								British.		Foreign.			
	Total Losses.	Partial Losses.	Total.	Founderings.	Strandings.	Collisions.	Other Causes.	Sailing.	Steam.	Sailing.	Steam.		
Aberdeen	–	8	8	–	4	1	3	2	7	–	–	9	–
Aberystwith	–	4	4	–	2	–	2	1	3	–	–	4	–
Amble	–	1	1	–	–	1	–	1	1	–	1	3	–
Anstruther	–	3	3	–	3	–	–	1	2	–	–	3	–
Ardglass	–	1	1	–	–	–	1	–	1	–	–	1	–
Ardrossan	–	3	3	–	3	–	–	1	2	–	–	3	–
Avon	1	40	41	–	13	26	2	22	45	1	1	69	–
Ayr	–	4	4	–	3	1	–	–	4	–	1	5	–
Banff	–	1	1	–	–	–	1	–	1	–	–	1	–
Bann	–	1	1	–	–	–	1	–	1	–	–	1	–
Barrow	–	10	10	–	5	2	3	1	11	–	–	12	–
Barrow (co. Wexford)	–	1	1	–	–	1	–	2	–	–	–	2	–
Barry	–	75	75	–	29	21	25	7	84	1	5	97	–
Belfast	–	4	4	–	2	2	–	3	3	–	–	6	–
Blyth	–	5	5	–	5	–	–	–	4	–	1	5	–
Borrowstoness	–	3	3	–	1	2	–	3	3	–	1	7	–
Boyne	–	7	7	–	5	1	1	3	5	–	–	8	–
Brixham	–	16	16	–	2	9	5	24	–	–	1	25	–
Burntisland	–	4	4	–	1	1	2	–	3	2	–	5	–
Burry Port	–	2	2	–	2	–	–	1	1	–	–	2	–
Caledonian Canal	–	5	5	–	3	–	2	–	5	–	–	5	–
Cardiff	–	87	87	–	37	26	24	17	70	21	6	114	3
Carnarvon	–	1	1	–	1	–	–	1	–	–	–	1	–
Carrickfergus	–	1	1	–	–	–	1	1	–	–	–	1	–
Carron	3	64	67	–	44	20	3	1	56	12	20	89	–
Charlestown (Cornwall)	–	1	1	–	–	–	1	–	–	1	–	1	–
Charlestown (Fife)	–	2	2	–	1	1	–	1	1	1	–	3	–
Clyde (above Greenock)	4	34	38	–	13	22	3	9	49	4	–	62	–
Colne	–	3	3	–	–	3	–	5	1	–	–	6	–
Conway	–	2	2	–	2	–	–	1	–	1	–	2	–
Crouch	–	1	1	–	–	–	1	1	–	–	–	1	4
Cullen	1	1	2	–	2	–	–	1	–	1	–	2	–
Dart	–	1	1	–	–	–	1	–	1	–	–	1	–
Deben	–	2	2	–	2	–	–	2	–	–	–	2	–
Dee	–	1	1	–	–	1	–	3	–	–	–	3	–
Douglas	–	3	3	–	–	1	2	3	1	–	–	4	–
Dover	–	2	2	–	1	1	–	–	3	–	–	3	–
Dovey	–	1	1	–	1	–	–	1	–	–	–	1	–
Dunbar	–	1	1	–	1	–	–	–	–	1	–	1	–
Dundalk	–	1	1	–	–	1	–	1	1	–	–	2	–
Ely (Glamorganshire)	–	3	3	–	2	–	1	–	3	–	–	3	–
Falmouth	–	8	8	–	2	1	5	4	5	–	–	9	–
Fleetwood	–	11	11	–	2	6	3	10	8	1	–	19	–
Forth	–	1	1	–	1	–	–	–	1	–	–	1	–
Fowey	–	1	1	–	–	1	–	2	–	–	–	2	–
Foyle	–	1	1	–	–	1	–	–	2	–	–	2	–
Fraserburgh	–	1	1	–	1	–	–	1	–	–	–	1	–
Gloucester Ship Canal	–	1	1	–	–	–	1	1	–	–	–	1	–
Gourdon	–	1	1	–	1	–	–	–	–	1	–	1	–
Granton	–	3	3	–	–	2	1	–	5	–	–	5	–
Grimsby	–	10	10	–	4	4	2	7	5	–	2	14	–
Harrington	–	1	1	–	1	–	–	–	1	–	–	1	–
Hartlepool	–	16	16	–	12	2	2	2	8	8	–	18	–
Harwich	–	1	1	–	–	1	–	1	1	–	–	2	–
Hayle	–	3	3	–	1	2	–	2	3	–	–	5	–
Helford (Cornwall)	–	1	1	–	1	–	–	–	1	–	–	1	–

STATEMENT of CASUALTIES, &c. in Rivers and Harbours of the United Kingdom—*cont.*

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
								British.		Foreign.			
	Total Losses.	Partial Losses.	Total.	Founderings.	Strandings.	Collisions.	Other Causes.	Sailing.	Steam.	Sailing.	Steam.		
Helmsdale	–	1	1	–	1	–	–	–	–	1	–	1	–
Holyhead	–	1	1	–	–	–	1	–	1	–	–	1	–
Humber (above Hull)	3	55	58	–	32	18	8	29	43	3	4	79	–
Ilfracombe	–	2	2	–	1	1	–	2	1	–	–	3	–
Inverness	–	2	2	–	2	–	–	–	2	–	–	2	–
Itchen	1	3	4	–	–	1	3	1	4	–	–	5	–
Kinsale	–	1	1	–	–	1	–	2	–	–	–	2	–
Kirkwall	–	1	1	–	–	1	–	1	1	–	–	2	–
Laune (co. Kerry)	1	–	1	–	–	–	1	1	–	–	–	1	–
Lee (co. Cork)	1	4	5	–	3	2	–	4	3	–	–	7	–
Leeds and Liverpool Canal	–	1	1	–	–	–	1	–	1	–	–	1	1
Leith	–	4	4	–	3	1	–	–	6	–	–	6	–
Lerwick	–	1	1	–	–	1	–	3	–	–	–	3	–
Liffey	–	17	17	–	5	8	4	7	17	3	–	27	4
Llanelly	–	9	9	–	5	2	2	2	8	1	–	11	–
Lowestoft	–	13	13	–	2	8	3	22	1	–	–	23	–
Lune	–	1	1	–	–	1	–	2	–	–	–	2	–
Lynn	–	2	2	–	–	2	–	2	–	1	1	4	–
Manchester Ship Canal	–	15	15	–	7	6	2	10	10	–	2	22	–
Maryport	–	4	4	–	3	1	–	3	2	–	–	5	–
Medina (I. of Wight)	–	1	1	–	–	1	–	–	2	–	–	2	–
Medway	1	35	36	–	8	24	4	52	6	4	–	62	4
Mersey (above New Brighton)	3	196	199	1	72	89	37	138	135	11	8	292	2
Milford	–	10	10	–	5	4	1	–	12	–	2	14	–
Montrose	–	4	4	–	3	–	1	1	3	–	–	4	–
Neath	–	3	3	–	1	–	2	2	1	–	–	3	–
Nene	1	3	4	–	3	1	–	1	3	–	1	5	–
Newquay	–	1	1	–	–	1	–	2	–	–	–	2	–
Newry	–	7	7	–	2	1	4	1	6	1	–	8	–
North Berwick	–	2	2	–	1	1	–	2	1	–	–	3	–
Orwell	–	3	3	–	2	1	–	1	3	–	–	4	–
Ouse (Norfolk)	–	1	1	–	1	–	–	–	1	–	–	1	–
Ouse (Yorkshire)	–	22	22	–	15	6	1	3	24	3	–	30	–
Padstow	–	1	1	–	–	1	–	2	–	–	–	2	–
Par	–	1	1	–	–	–	1	1	–	–	–	1	–
Parrett	–	18	18	–	15	3	–	19	1	1	–	21	–
Peel	–	1	1	–	–	–	1	–	1	–	–	1	–
Pentewan	–	1	1	–	1	–	–	1	–	–	–	1	–
Penzance	–	3	3	–	–	2	1	3	2	–	–	5	–
Plymouth	2	44	46	–	15	16	15	40	18	4	–	62	–
Poole	–	4	4	–	4	–	–	1	2	1	–	4	–
Port Knockie	–	4	4	–	1	1	2	5	–	–	–	5	–
Port Talbot	–	1	1	–	–	1	–	2	–	–	–	2	–
Portishead	1	–	1	–	–	–	1	–	1	–	–	1	–
Portmadoc	–	1	1	–	–	1	–	2	–	–	–	2	–
Portsmouth	–	9	9	–	1	8	–	8	9	–	–	17	–
Portsoy	–	1	1	–	–	–	1	1	–	–	–	1	–
Ramsey (Isle of Man)	–	3	3	–	1	1	1	4	–	–	–	4	–
Ramsgate	–	8	8	–	2	5	1	9	2	2	–	13	–
Ribble	1	–	1	–	1	–	–	–	–	–	1	1	–
Rothesay	–	4	4	–	2	1	1	5	–	–	–	5	–
Rye	–	1	1	–	–	–	1	–	1	–	–	1	–
Scarborough	–	1	1	–	–	–	1	1	–	–	–	1	–
Seaham	–	10	10	–	8	1	1	6	4	1	–	11	–
Severn	–	6	6	–	2	1	3	6	1	–	–	7	–
Shannon	1	2	3	–	1	–	2	2	1	–	–	3	2
Shoreham	–	9	9	–	6	2	1	6	2	2	1	11	–
Sligo	–	1	1	–	1	–	–	–	–	1	–	1	–
Stornoway	–	6	6	–	–	3	3	4	4	–	1	9	–
Suir	1	4	5	–	1	4	–	4	5	–	–	9	1
Swansea	–	24	24	–	12	5	7	5	21	1	2	29	–

STATEMENT of CASUALTIES, &c. in Rivers and Harbours of the United Kingdom—*cont.*

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
								British.		Foreign.			
	Total Losses.	Partial Losses.	Total.	Founderings.	Strandings.	Collisions.	Other Causes.	Sailing.	Steam.	Sailing.	Steam.		
Tamar	–	1	1	–	1	–	–	–	1	–	–	1	–
Taw	–	10	10	–	4	6	–	18	–	–	–	18	–
Tay	–	3	3	–	3	–	–	–	2	1	–	3	–
Tees	1	29	30	–	11	14	5	7	31	2	4	44	–
Teignmouth	–	1	1	–	1	–	–	1	–	–	–	1	–
Tenby	–	1	1	–	–	1	–	2	–	–	–	2	–
Thames (above Gravesend)	9	552	561	–	46	485	30	579	472	8	51	1,110	7
Torquay	1	5	6	–	2	4	–	9	1	–	–	10	–
Tralee	–	1	1	–	–	–	1	1	–	–	–	1	–
Trent	1	2	3	–	–	2	1	–	5	–	–	5	–
Troon	–	1	1	–	1	–	–	–	–	–	1	1	–
Truro	–	3	3	–	2	1	–	2	1	1	–	4	–
Tweed	–	4	4	–	3	1	–	1	2	2	–	5	–
Tyne	4	74	78	–	18	54	6	24	104	11	6	145	1
Usk	1	15	16	–	1	13	2	15	14	1	–	30	–
Wadebridge	–	1	1	–	–	1	–	2	–	–	–	2	–
Watchet	–	1	1	–	1	–	–	1	–	–	–	1	–
Waveney	–	2	2	–	–	1	1	2	1	–	–	3	1
Wear	–	50	50	–	17	30	3	14	55	9	5	83	–
Wexford	–	1	1	–	1	–	–	1	–	–	–	1	–
Weymouth	–	4	4	–	–	3	1	2	4	1	–	7	–
Whitehaven	–	5	5	–	3	1	1	3	2	1	–	6	–
Whitstable	–	2	2	–	–	2	–	4	–	–	–	4	–
Witham	–	6	6	–	5	1	–	1	7	–	–	8	–
Yarmouth, Gt.	–	11	11	–	–	10	1	13	7	2	–	22	–
Totals for 1892–93	43	1,848	1,891	1	587	1,033	270	1,283	1,493	136	129	3,041	30
Totals for 1891–92	56	1,588	1,644	3	469	892	280	1,244	1,378	115	108	2,845	51
Totals for 1890–91	33	1,789	1,822	1	473	1,100	248	1,304	1,459	167	119	3,049	39
Totals for 1889–90	37	1,817	1,854	2	520	1,084	248	1,378	1,435	137	127	3,077	27
Totals for 1888–89	38	1,621	1,659	2	399	999	259	1,251	1,303	115	91	2,760	34
Totals for 1887–88	25	1,447	1,472	3	388	900	181	1,226	1,049	101	85	2,461	21
Totals for 1886–87	37	1,336	1,373	5	365	806	197	1,127	989	107	64	2,287	47
Totals for 1885–86	26	1,158	1,184	1	334	687	162	902	893	74	62	1,931	36
Totals for 1884–85	29	940	969	4	263	552	150	702	735	68	45	1,550	15
Totals for 1883–84	38	1,243	1,281	4	319	836	122	1,165	913	97	32	2,207	*155

* Of his number 124 lives were lost at the launch of the "Daphne" in the Firth of Clyde.

TABLE 2.—STATEMENT showing the RIVERS AND HARBOURS IN BRITISH POSSESSIONS ABROAD in which Casualties that were reported during the Year ended 30th June 1893 occurred to British and Foreign Vessels, and also the RIVERS AND HARBOURS IN FOREIGN COUNTRIES in which Casualties reported during that period occurred to British Vessels, showing also the Nature of the Casualties, and whether resulting in Total or Partial Loss of Vessel, together with the Number of Vessels which met with Casualties, and the Number of Lives Lost by such Casualties, and further distinguishing British Vessels from Foreign Vessels, and Sailing Vessels from Steam Vessels.

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
								British.		Foreign.			
	Total Losses.	Partial Losses.	Total.	Founderings.	Strandings.	Collisions.	Other Causes.	Sailing.	Steam.	Sailing.	Steam.		
Abo	–	1	1	–	–	–	1	–	1	–	–	1	–
Alexandria	–	8	8	–	–	5	3	–	11	–	–	11	–
Algiers	–	1	1	–	–	1	–	–	2	–	–	2	–
American Lakes	14	9	23	2	10	2	9	8	16	1	–	25	16
Amsterdam	–	8	8	–	5	2	1	1	9	–	–	10	–
Auckland, N.Z.	–	1	1	–	–	–	1	1	–	–	–	1	–
Baltimore	–	2	2	–	2	–	–	–	2	–	–	2	–
Barcelona	–	1	1	–	1	–	–	–	1	–	–	1	–
Bassein	–	1	1	–	1	–	–	–	1	–	–	1	–
Beaufort, S. Ca.	–	3	3	–	3	–	–	–	3	–	–	3	–
Benin, W. C. Africa	–	1	1	–	1	–	–	–	1	–	–	1	–
Bombay	–	3	3	–	1	–	2	–	3	–	–	3	–
Boston, Mass.	–	1	1	–	–	1	–	–	1	–	–	1	–
Brisbane	–	11	11	–	7	4	–	8	7	–	–	15	–
Bruges	–	3	3	–	3	–	–	–	3	–	–	3	–
Brunswick, Ga.	–	1	1	–	–	1	–	2	–	–	–	2	–
Buenos Ayres	–	5	5	–	2	2	1	1	5	–	–	6	–
Cachar, Assam	–	1	1	–	1	–	–	1	–	–	–	1	–
Calais	–	2	2	–	2	–	–	–	2	–	–	2	–
Cette	–	3	3	–	2	–	1	–	3	–	–	3	–
Charleston, S. Ca.	–	1	1	–	1	–	–	1	–	–	–	1	–
Chefoo	–	1	1	–	1	–	–	1	–	–	–	1	–
Chester, Penna.	–	1	1	–	–	–	1	–	1	–	–	1	–
Civita Vecchia	–	2	2	–	2	–	–	–	2	–	–	2	–
Columbia, On.	–	3	3	–	1	1	1	3	–	–	–	3	–
Constantinople	–	2	2	–	1	–	1	–	2	–	–	2	–
Copenhagen	–	2	2	–	–	1	1	–	2	–	–	2	–
Cronstadt	–	3	3	–	2	1	–	–	4	–	–	4	–
Cross, W. C. Africa	–	1	1	–	1	–	–	–	1	–	–	1	–
Danube	1	59	60	–	35	20	5	1	66	–	–	67	–
Delaware	–	38	38	–	14	7	17	6	36	–	–	42	–
Devonport, Tas.	–	1	1	–	–	1	–	–	2	–	–	2	–
Dieppe	–	4	4	–	4	–	–	–	4	–	–	4	–
Djambie, Sumatra	–	1	1	–	–	1	–	–	2	–	–	2	–
Douro	–	1	1	–	1	–	–	–	1	–	–	1	–
Dunkirk	–	17	17	–	10	6	1	4	15	–	–	19	–
Dwina (Riga)	–	1	1	–	–	1	–	–	1	–	–	1	–
Elbe	–	78	78	–	38	24	16	7	73	–	–	80	–
Ems	–	1	1	–	1	–	–	–	1	–	–	1	–
Fiume	–	2	2	–	–	–	2	–	2	–	–	2	–
Flushing	–	1	1	–	–	1	–	–	1	–	–	1	–
Galveston	–	7	7	–	1	–	6	–	7	–	–	7	–
Garonne	–	14	14	–	3	6	5	–	15	–	–	15	–
Genoa	–	2	2	–	–	2	–	–	2	–	–	2	–
Ghent	–	3	3	–	1	2	–	–	4	–	–	4	–
Gironde	–	3	3	–	2	–	1	–	3	–	–	3	–
Gothenburg	–	1	1	–	–	–	1	–	1	–	–	1	–
Guadalquiver	–	2	2	–	1	–	1	–	2	–	–	2	–
Guadiana	1	1	2	–	2	–	–	–	2	–	–	2	–
Guayaquil	–	1	1	–	–	1	–	1	1	–	–	2	–
Guernsey	–	10	10	–	2	7	1	15	1	1	–	17	–

STATEMENT of CASUALTIES, &c. in Rivers and Harbours Abroad—*cont.*

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
								British.		Foreign.			
	Total Losses.	Partial Losses.	Total.	Founderings.	Strandings.	Collisions.	Other Causes.	Sailing.	Steam.	Sailing.	Steam.		
Havre	–	5	5	–	1	3	1	1	4	–	–	5	–
Honfleur	–	1	1	–	1	–	–	–	1	–	–	1	–
Hong Kong	–	1	1	–	–	–	1	–	1	–	–	1	–
Hooghly	1	19	20	–	7	3	10	12	11	–	–	23	1
Huelva	–	3	3	–	–	2	1	–	4	–	–	4	–
Irrawaddy	–	9	9	–	5	4	–	4	5	4	–	13	2
Jeddah	–	3	3	–	2	1	–	–	3	–	–	3	–
Jersey	–	3	3	–	–	1	2	1	3	–	–	4	
Karachi	1	1	2	–	1	–	1	1	–	–	1	2	–
Konigsberg	–	2	2	–	2	–	–	–	2	–	–	2	–
Kustendje	–	3	3	–	1	1	1	–	4	–	–	4	–
La Rochelle	–	1	1	–	1	–	–	–	1	–	–	1	–
Leghorn	–	1	1	–	1	–	–	–	1	–	–	1	–
Loire	–	6	6	–	5	1	–	1	5	–	–	6	–
Lyttelton, N.Z.	–	2	2	–	–	2	–	2	2	–	–	4	–
Maas	–	13	13	–	9	3	1	–	13	–	–	13	–
Malta	–	5	5	–	2	2	1	–	6	–	1	7	–
Marseilles	–	2	2	–	1	1	–	–	3	–	–	3	–
Mary (Queensland)	–	1	1	–	1	–	–	–	1	–	–	1	–
Memel	–	1	1	–	–	–	1	–	1	–	–	1	–
Messina	–	1	1	–	–	–	1	–	1	–	–	1	–
Mississippi	–	11	11	–	7	1	3	–	12	–	–	12	–
Moulmein	–	1	1	–	1	–	–	–	1	–	–	1	–
Nervion	–	12	12	–	2	8	2	–	18	–	–	18	–
Neva	–	1	1	–	1	–	–	–	1	–	–	1	–
Newcastle, N.S.W.	–	2	2	–	–	2	–	2	2	–	–	4	–
New York	–	6	6	–	1	3	2	2	4	–	–	6	–
Norfolk, Va.	–	1	1	–	–	1	–	–	1	–	–	1	–
Novorossisk	–	1	1	–	–	–	1	–	1	–	–	1	–
Oder	–	1	1	–	–	1	–	–	1	–	–	1	–
Odessa	–	5	5	–	1	2	2	–	6	–	–	6	–
Orne	–	4	4	–	1	3	–	–	4	–	–	4	–
Ostend	–	4	4	–	2	1	1	3	2	–	–	5	–
Palermo	–	1	1	–	–	–	1	–	1	–	–	1	1
Parana	1	10	11	1	8	2	–	6	6	–	–	12	9
Parrsboro, N.S.	–	2	2	–	–	2	–	4	–	–	–	4	–
Peiho	–	3	3	–	–	–	3	–	3	–	–	3	–
Pensacola	–	3	3	–	–	1	2	1	2	–	–	3	–
Pernambuco	–	1	1	–	–	–	1	–	1	–	–	1	–
Port Mulgrave, N.S.	–	1	1	–	–	1	–	–	2	–	–	2	–
Port Royal, S. Ca.	–	1	1	–	1	–	–	–	1	–	–	1	–
Port Said	–	3	3	–	–	3	–	4	–	–	–	4	–
Richibucto	1	–	1	–	–	–	1	–	1	–	–	1	–
Rio Grande do Sul	–	2	2	–	–	2	–	2	–	–	–	2	–
Sables D'Olonne	–	1	1	–	1	–	–	–	1	–	–	1	–
St. Brieux	–	1	1	–	1	–	–	1	–	–	–	1	–
St. John's, N.F.L.	–	1	1	–	1	–	–	–	1	–	–	1	–
St. Lawrence	–	14	14	–	10	2	2	3	10	2	1	16	–
St. Malo	–	3	3	–	2	1	–	–	3	–	–	3	–
St. Nazaire	–	16	16	–	5	8	3	1	17	–	–	18	–
St. Servan	–	1	1	–	1	–	–	–	1	–	–	1	–
San Francisco	–	5	5	–	1	1	3	6	–	–	–	6	–
Santiago de Cuba	–	1	1	–	1	–	–	–	1	–	–	1	–

STATEMENT of CASUALTIES, &c. in Rivers and Harbours Abroad—*cont.*

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No of Vessels.	No. of Lives Lost
								British.		Foreign.			
	Total Losses.	Partial Losses.	Total.	Founderings.	Strandings.	Collisions.	Other Causes.	Sailing.	Steam.	Sailing.	Steam.		
Santos	–	1	1	–	–	–	1	–	1	–	–	1	–
Savannah, Ga.	–	3	3	–	2	1	–	–	4	–	–	4	–
Savona	–	1	1	–	–	–	1	–	1	–	–	1	–
Scheldt	–	29	29	–	13	11	5	3	30	–	–	33	–
Sebastopol	–	1	1	–	–	–	1	–	1	–	–	1	–
Seine (Above Quillebœuf)	–	10	10	–	6	2	2	2	9	–	–	11	–
Shanghai	–	3	3	–	1	2	–	–	3	–	–	3	–
Singapore	–	1	1	–	–	–	1	–	1	–	–	1	–
Smyrna	–	4	4	–	1	2	1	–	5	–	–	5	–
Somme	–	2	2	–	2	–	–	1	1	–	–	2	–
Stockholm	–	1	1	–	–	–	1	–	1	–	–	1	–
Suez Canal	–	30	30	–	25	2	3	–	30	–	–	30	–
Swinemunde	–	1	1	–	1	–	–	–	1	–	–	1	–
Sydney, C.B.	1	1	2	–	1	1	–	1	–	1	1	3	–
Sydney, N.S.W.	–	6	6	–	–	3	3	2	7	–	–	9	–
Terneuzen	–	1	1	–	–	–	1	–	1	–	–	1	–
Townsville	–	1	1	–	1	–	–	–	1	–	–	1	–
Trieste	–	1	1	–	1	–	–	–	1	–	–	1	–
Trouville	–	1	1	–	1	–	–	–	1	–	–	1	–
Uruguay	–	3	3	–	3	–	–	1	2	–	–	3	–
Venice	–	3	3	–	3	–	–	–	3	–	–	3	–
Wellington, N.Z.	–	1	1	–	–	–	1	1	–	–	–	1	–
Weser	–	6	6	–	1	1	4	–	6	–	–	6	–
Wilmington, N. Ca.	–	2	2	–	2	–	–	–	2	–	–	2	–
Windsor, N. S.	–	1	1	–	–	1	–	2	–	–	–	2	–
Woosung	–	2	2	–	2	–	–	–	2	–	–	2	–
Yangtsze	–	5	5	–	3	2	–	–	5	–	–	5	–
Yarmouth, N.S.	1	–	1	–	–	–	1	1	–	–	–	1	–
Yarra	–	2	2	–	1	–	1	–	2	–	–	2	–
Ymuiden	–	12	12	–	5	6	1	1	11	–	–	12	–
Yperlee (Nieuport, Belgium)	–	1	1	–	1	–	–	–	1	–	–	1	–
Totals for 1892–93	22	668	690	3	329	203	155	133	634	9	4	780	29
Totals for 1891–92	29	619	648	3	284	240	121	131	615	7	5	758	31
Totals for 1890–91	46	804	850	7	356	244	243	158	780	18	9	965	426
Totals for 1889–90	26	583	609	2	276	197	134	124	561	6	11	702	39
Totals for 1888–89	32	522	554	5	251	208	90	120	534	10	1	665	70
Totals for 1887–88	33	595	628	5	270	214	139	147	562	18	3	730	43
Totals for 1886–87	30	562	592	5	280	212	95	149	545	13	8	715	13
Totals for 1885–86	35	490	525	5	240	190	90	123	484	10	6	623	57
Totals for 1884–85	30	479	509	*4	238	141	126	148	421	6	2	577	13
Totals for 1883–84	38	543	581	7	228	245	101	166	506	30	6	708	30

* Including one missing Vessel on Lake Erie.

APPENDIX C.

Table 1.—Sea Casualties.—Total Losses with or without Loss of Life.

Table 2.—Sea Casualties.—Partial Losses with Loss of Life.

Table 3.—River and Harbour Casualties.—Total Losses with or without Loss of Life.

Table 4.—River and Harbour Casualties. — Partial Losses with Loss of Life.

APPENDIX C.

Table 1.—Detailed Statement of Sea Casualties involving **TOTAL LOSS OF VESSEL** which occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred to British Vessels Abroad, or to British or Foreign Vessels on or near the Coasts of British Possessions Abroad; in five divisions, viz., (1) Founderings, (2) Strandings, (3) Collisions, (4) Casualties from other causes, and (5) Missing Vessels.

(1) FOUNDERINGS.

Date of Foundering or Abandonment.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Foundering or Abandonment.
1891. 18 Jan.	"Thangie" - Age unknown.	British India (not registered).	- - -	Dingy, W. -	130	10	- - -	- - -	Calicut -	Kurrachee -	Teak, planks, and bamboos.	—	— 10	Off Ghorabari, Sindh, W. coast of India.
4 Feb.	"Daria Bahadur" 52 years.	British India (not registered).	- - -	Muchwa, W.	8	2	- - -	- - -	Anchored at Usarni, Mahim.		Ballast -	—	— 10	Off Usarni, Mahim, W. coast of India.
12 Mar.	"Luxmiprasad" - 25 years.	British India (not registered).	- - -	Lateen, W. -	13	6	- - -	- - -	Chene - -	Bombay -	Firewood -	—	— 10	Entrance to Bassein Creek, W. coast of India.
24 Mar.	"Telephone" - - 11 years.	Townsville, Queensland.	- -	Trading Cutter, W.	69	None on board.	A. Small - -	W. V. Brown, Townsville, Queensland.	Lying at Townsville, Queensland.		Ballast -	—	—	Ross Creek, Townsville, Queensland.
9 July	"Pathar Rahiman" Age unknown.	British India (not registered).	- - -	Dhoney, W.	32	8	- - -	- - -	Adrampatam	Manar, Ceylon.	Rice - -	—	— 10	Off Kattumavadi, Madras, E. coast of India.
3 Oct.	"Secundry" - - 3 years.	British India (not registered).	- - -	Muchwa, W.	13	8	- - -	- - -	Kurrachee, for fishing.		Ballast. - 28 passengers.	9 (passengers).	—	Off the Pitani mouth of River Indus, N.W. coast of India.
5 Nov.	"Harsingar" - 10 years.	British India (not registered).	- - -	Kotia, W. -	137	14	- - -	- - -	Nicobar Islands.	Colaba -	Cocoa nuts -	12	Cyclone -	Off Saugor, N.E. coast of India.
5 Nov.	"Luckmipassa" - Age unknown.	Native India (Cutch).	- - -	Ganja, W. -	112	12	- - -	- - -	Nicobar Islands.	Calcutta -	Cocoa nuts -	8	Cyclone -	Entrance to River Hooghly, N.E. coast of India.
5 Nov.	"Mahdi Persad" - Age unknown.	Native India (Cutch).	- - -	Native Craft, W.	About 30	9	- - -	- - -	Maldive Islands.	Calcutta -	Shells and coir rope.	3	Cyclone -	Off Shortt's Island, Orissa coast, E. coast of India.
21 Dec.	"Chan Tha Gyee" - 4 years.	British Burmah (not registered).	- - -	Kattoo, W. -	59	15	- - -	- - -	Tavoy - -	Rangoon -	Planks -	2	— 10	15 miles off the Middle Moscos, Burmah, Bay of Bengal.
—	"Wallace" - - 19 years.	Pugwash, N.S.	- - -	Schooner, W.	59	4	- -	J. O. Reid, Pugwash, N.S.	- - -	Hawkesbury, C.B.	Unknown -	—	—	Hawkesbury, Cape Breton.
1892. 1 Feb.	"Alpha" - - 16 years.	Auckland, N.Z.	- - -	S.S., I. -	36	3	A. Donovan -	J. C. Cooper, Auckland, N.Z.	Mahurangi, N.Z.	Auckland, N.Z.	Timber	—	— 11	1½ miles N. of Waiwera, New Zealand.
4 Mar.	"Surajprasad" - Age unknown.	British India (not registered).	- - -	Lateen, W. -	41	9	- - -	- - -	Broach -	Mora -	Mowra flowers.	—	— 9	6 miles off Gungavada, Bombay coast, Arabian Sea.

6 Mar.	"Enterprise" - 9 years.	Adelaide, S.A.	- - -	Ketch, I. -	61	4	R. Handrekson -	— Russell, Port Adelaide, S.A.	Port Augusta, S.A.	Port Adelaide, S.A.	Grain -	—	S. 6	Between Althorpe Islands and Cape Forbin, S. Australia.
8 Mar.	"Alert" - 27 years.	Port Louis, Mauritius.	- - -	Schooner, W.	81	11	J. H. Edmond -	— Lamothe, Port Louis, Mauritius.	Seychelles -	Port Louis, Mauritius.	General -	—	— 12	Off St. Brandon Island, Indian Ocean.
9 Apr.	"Albely" - - 23 years.	British India (not registered)	- - -	Native Craft, W.	23	4	- - -	- - -	Jhaglis -	Mandvi -	Rice - -	—	—	Off Jhaglis, Sindh Coast, W. Coast of India.
1 May	"Khatowpasa" - Age unknown.	Native India -	- - -	Batel, W. -	38	5	- - -	- - -	Calicut -	Kurrachee -	Wood, &c. -	2	Cyclone	Off Chobari, near Porbandar, Kathiawar Coast, W. Coast of India.
1 May	"Laxmipasa" - 5 years.	Native India -	- - -	Native Craft, W.	15	3	- - -	- - -	Porbandar -	Bhâvnagar	Stones -	2	Cyclone	Off Gosa, Kathiawar Coast, W. Coast of India.
5 May	"Opal" - - Age unknown.	Fremantle, W.A.	- - -	Lugger, W.	6	6	G. Tagg - -	- - -	Engaged collecting stone ballast at Port Headland, W.A.		Stone -	—	S.S.E. 4	Port Headland, N.W. Coast of Western Australia.
23 May	No name - - 5 years.	Burmah (not registered).	- - -	Kattoo, W. -	9	6	- - -	- - -	Tavoy - -	Mergui -	Salt and Earthen Pots.	5	— 9	Near Reef Island, Burmah.
1 June	"Hariprasad" - Age unknown.	British India (not registered)	- - -	Pattimar, W.	25	17	- - -	- - -	Ponani - -	Bombay -	Cocoanuts and Mangoes.	—	Cyclone	Ratnagiri, Bombay Coast, W. Coast of India.
2 June	"Ringdove" - 11 years.	Belize, B.H.	- - -	Schooner, W.	46	7	M. Garbutt -	C. Melhado, Belize, B.H.	Belize, B.H. -	Truxillo, Central America.	Ballast, 6 passengers.	9 (5 crew and 4 passengers).	S.S.E. squally.	15 miles S. of Half Moon Cay Light, Caribbean Sea.
7 June	"Midget" - - 6 years.	New Amsterdam, British Guiana.	- - -	Sloop, W. -	10	4	E. August -	C. G. Simons, Georgetown, Demerara.	Morawhanna, B.G.	Georgetown, Demerara.	Ballast, 12 passengers.	10 (1 crew and 9 passengers).	Squally	Off Bird Island, British Guiana.
8 June	"Africa" - - 13 years.	St. John, N.B.	(*a.*) B. Ver. 3/3 L. 1.1 for 13 years from 6,79. (*b.*) 4.91.	Barque, W.	1,131	15	E. Beveridge -	J. F. Taylor, Rothesay, N.B.	New York -	Amoy -	Kerosine, 1 passenger.	—	— 10	Lat. 40° 12′ S., Lon. 35° 3′ E., Indian Ocean.
17 June	"Standard" - 2 years.	Victoria, B.C.	- - -	S.S., W. -	31	5	J. Carrol - -	J. Irving, Victoria, B.C.	Nanaimo, Vancouver Island.	Skeena River, B.C.	Coal -	4	S.E. 10	Near Cape Mudge, Vancouver Island.
3 July	"Flirt" - - Age unknown.	Not registered	- - -	Spritsail, W.	About 2	2	- - -	S. Webber, Devonport.	Devonport, on a pleasure cruise.		Ballast -	2	S. 5	Plymouth Sound, Devonshire.
3 July	"Nellie" - - Age unknown.	Not registered	- - -	Lugger, W.	3	2	W. Baker - -	F. Collins, Brighton	Brighton, for fishing.		Ballast, 1 passenger.	—	S.W. 6	6½ miles S. of Brighton Pier, Sussex.
7 July	"Mystery" - 15 years.	Sydney, N.S.W.	- - -	Ketch, W. -	32	3	H. Benson -	J. A. Hunter, Sydney, N.S.W.	Sydney, N.S.W.	Camden Haven, N.S.W.	Machinery -	—	W.S.W. 8	Near Noah Head, New South Wales.
9 July	"Milton" - - 8 years.	Penang -	- - -	S.S., W. -	150	38	M. Giesche - -	Cheah Joo Ghee, Penang.	Penang -	Langkat -	General, 17 passengers.	4 (1 lascar and 3 passengers).	S.E. 6	Lat. 4° 30′ N., Lon. 99° 7′ E., Malacca Strait.
11 July	"Ben Bolt" - - 19 years.	Hull - -	- - -	Ketch, W. -	77	5	T. Shawler, Hull.		Hull, for fishing.		Ballast -	—	— 7	120 miles E. by N. of Spurn Point, North Sea.
12 July	"Surprise" - - 15 years.	Not registered	- - -	Fishing Cutter, W.	2	2	R. Patten - -	E. A. Prevost, Guernsey.	St. Sampson's, Guernsey.	- - -	Ballast -	2	N.E. 8	Near St. Sampson's, Guernsey, Channel Islands.

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(1) FOUNDERINGS—*cont.*

Date of Foundering or Abandonment.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Foundering or Abandonment.
1892. 14 July	"Vixen" - - 2 years.	Not registered	- - -	Yacht (Cutter), W.	About 3	1	J. C. White, Hull.		Stockton -	Hull - -	Ballast -	—	N.E. 5	3 miles off Spurn Point, Yorkshire.
16 July	No name - - 12 years.	Not registered	- - -	Lug Sail (Trading), W.	1	2	T. Green, West Yell, Shetland Isles		Crossing Yell Sound, Shetland Isles.		Ballast -	2	N.E. 2	Off North Roe, Mainland, Shetland Isles.
18 July	No name - - 6 years.	Not registered	- - -	Sailing Pleasure Boat, W.	About 3	2	R. E. Williamson	J. A. Jamieson, Gutcher, Yell, Shetland Isles.	Gutcher, Shetland Isles.	Mid Yell, Shetland Isles.	Ballast, 2 passengers.	4 (2 crew and 2 passengers).	N.E. 3	Off south end of Linga, Shetland Isles.
19 July	"Argo" - - 39 years.	Aberystwith -	- - -	Schooner, W.	42	3	J. Owen - -	R. Griffith, Newborough, Anglesea.	Belfast - -	Liverpool -	Clay - -	3	N.N.W. 6	Douglas Bay, Isle of Man.
20 July	"Ellen and Mary" - 12 years.	Not registered	- - -	Lugger, W,	15	6	P. Cormack -	A. Reid, Port Gordon, Banffshire.	Peterhead, for fishing.		Ballast -	—	N.N.W. 6	About 34 miles E. by N. of Peterhead, North Sea.
24 July	"Spring" - - 16 years.	Hull - -	- - -	Ketch, W. -	75	5	G. Matson - -	R, S. Souley, Hull	Hull, for fishing.		Ballast, 1 passenger.	—	Calm	5 miles off Heligoland, North Sea.
26 July	"Cruiser" - - 49 years.	Belfast -	- - -	Smack, W. -	35	2	W. McCappin, Ballyhalbert, Co. Down.		Workington -	Ballyhalbert, Co. Down.	Coal - -	—	S.W. 2	About 5 miles W. of Ross Island, Wigton Bay, Wigtonshire.
28 July	"Fanny" - - 24 years.	Falmouth -	- - -	Spritsail Barge, W.	37	2	W. Lowry - -	The Coverack Stone and Syenitic Paving Co., Limited, London.	Coverack, Cornwall.	St. Mawes, Cornwall.	Stone - -	—	Calm	About 1½ miles S.E. of Porthallow, Cornwall.
1 Aug.	"Phœnix" - - New.	St. George's, Grenada.	- - -	Sloop, W. -	24	7	C. St. Hillaire -	J. N. Vesprey, Carriacou, Grenada.	St. George's, Grenada.	Carriacou, Grenada.	Ballast, 1 passenger.	—	E.N.E. 9	Off Harvey Vale Bay, Grenada, British West Indies.
4 Aug.	"John Rennie" - 29 years.	Swansea -	(*a.*) Ll. ✠ * ⩓ 1. (*b.*) 2.92.	Barque, I. -	848	16	W. Bewan - -	W. B. Jones, Swansea.	South Shields	Valparaiso -	Coal and pig lead.	—	N.W. 10	Lat. 58° 3′ S., Lon. 70° 17′ W., S. Pacific.
6 Aug.	"Marquis of Lorne" 9 years.	Annapolis, N.S.	- - -	Schooner, W.	27	6	D. Lloyd - -	C. Locke, Lockeport, N.S.	Lockeport, N.S., for fishing.		Ballast -	—	Squally	About 3 miles S.S.W. of Cerberus Rock, Chedabucto Bay, Nova Scotia.
10 Aug.	"Elpitha" - - 30 years.	Glasgow -	- - -	S.S., I. -	462	18	F. Togan - -	J. Clark, Glasgow	Beyrout, Asiatic Turkey.	Mersina, Asiatic Turkey.	General, 14 passengers.	—	Calm	Lat. 34° 29′ N., Lon. 35° 20′ E., Mediterranean.
14 Aug.	"Thracian" - - New.	Liverpool -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 8.92.	Barque, Steel.	2,008	13	H. H. Brown -	W. Thomson and Co., St. John, N.B.	Port Glasgow	Liverpool -	Ballast, 2 passengers.	15 (13 crew and 2 passengers).	S.W. 10	About 3 miles off Port Erin, Isle of Man.
23 Aug.	"Alumbagh" - 29 years.	Liverpool -	(*a.*) Ll. 8 A 1. (*b.*) 10.89.	Barque, W.	1,063	16	A. W. Wyman -	G. T. Soley, Liverpool.	Musquash, N.B.	Liverpool -	Deals - -	—	N.W. 12	Lat. 43° 24′ N., Lon. 56° 56′ W., N. Atlantic.
22 Aug.	"Hope" - - 27 years.	Aberystwith	- - -	Barque, W.	249	9	D. Jenkins - -	J. Evans, Aberystwith.	Dalhousie, N.B.	Portmadoc -	Timber -	6	S.S.E. 12	About 60 miles S.E. of Cape Race, N. Atlantic.

23 Aug.	"May Gibbon" - 2 years.	Port Medway, N.S.	- - -	Schooner, W.	133	6	A. Sabean - -	B. C. Morse, Boston, Mass.	Portland, Maine.	Georgetown, Demerara.	Oak staves and lumber.	4	S.E. 12	Lat. 39° 30′ N., Lon. 60° 52′ W., N. Atlantic.
24 Aug.	"Nevado" - - 21 years.	Provisionally registered as a British Vessel at Savannah.	(*a.*) B. Ver. 5/6, L. 1. 1. for 5 years from 9.87. (*b.*) 7.90.	Barque, W.	674	12	E. R. Gillmore -	F. G. Strachan, Savannah.	Savannah -	Barcelona -	Naval stores, 2 passengers.	—	W. 2	Lat. 31° 50′ N., Lon. 77° 50′ W., N. Atlantic.
30 Aug.	"Claribel" - - Age unknown.	Not registered	- - -	Yacht (Schooner), W.	5	2	H. A. Watt, Stranraer.		Moored at Lamlash, Buteshire.		Ballast -	—	E. 7	Lamlash Bay, Buteshire.
4 Sept.	"Laxminarayan Shudda Prasad" 51 years.	British India, (Not registered)	- - -	Lateen, W.	19	7	- - -	- - -	Broach - -	Bombay -	Wheat, &c.-	—	— 9	Entrance to Ambika River, Gulf of Cambay, West Coast of India.
4 Sept.	"Vijtiprasad" - 2 years.	Native India -	- - -	Native Craft, W.	37	11	- - -	- - -	Bilimora - -	Calicut -	Rice and Rope Twine	11	— 9	Mouth of Ambika River, Gulf of Cambay, West Coast of India.
5 Sept.	"Kingfisher" - 33 years.	Cowes - -	- - -	Yacht (Yawl), W.	22	2	E. Heywood -	A. Rutherford, Hoylake, Cheshire.	Gourock -	Birkenhead	Ballast -	—	S.S.W. 9	About 10 miles S.W. of Corsewall Light, Wigtonshire.
6 Sept.	"Castlehow" - - 32 years.	Liverpool -	(*a.*) Ll. ✠ A 1 in Red S.S. 89.9 years. (*b.*) 7.91.	Barque, W.	217	9	A. Higgins -	H. McDowell. Belfast.	Trinidad -	Rotterdam -	Asphalte -	—	E. 2	40 miles off Trinidad, Caribbean Sea.
7 Sept.	"Beau Bassin" - 30 years.	Charlottetown, P.E.I.	- - -	Schooner, W.	[illegible]	3	D. Anderson, Charlottetown, P.E.I.		Lying at Pictou, N.S.		Coal -	—	W. 1	Pictou, Nova Scotia.
8 Sept.	"Alfred" - - 22 years.	Plymouth -	- - -	Ketch, W. -	53	4	T. Foster, Plymouth.		Plymouth, for fishing.		Ballast -	—	S.S.E. 4	1½ miles N.N.E. of the Eddystone, off Devonshire.
14 Sept.	"Deborah" - - 32 years.	Carnarvon -	(*a.*) Ll. A 1 in Red S.S. 87, 6 years. (*b.*) 4.91.	Schooner, W.	75	5	J. Owen, Borth, Carnarvonshire.		Portmadoc -	Harburg, Germany.	Slates -	—	W.S.W. 11	About 12 miles S.S.E. of Dungeness, Kent.
— Sept.	"J. W. Dean" - 22 years.	St. John, N.B.	- - -	Schooner, W.	85	4	- - -	J. McCarron, Joggins, N.S.	Parrsboro, N.S.	Digby, N.S.	Unknown -	4	—	Bay of Fundy.
7 Oct.	No name - - Age unknown.	Not registered	- - -	Mud Hopper, I.	About 50	None on Board.	- - -	Lucas and Aird, London.	London -	Southampton	—	—	W.S.W. 2	About 1½ miles off Folkestone, Kent.
14 Oct.	"James and Robert" Age unknown.	Not registered	- - -	Lug Sail, W.	3	5	G. Ritchie - -	R. Innes, Cockenzie, Haddingtonshire.	Cockenzie, for fishing.		Ballast -	5	E.N.E. 7	6 to 8 miles S.W. of Largo Law, Firth of Forth.
15 Oct.	"Dora" - - - 23 years.	Not registered	- - -	S.S., I. -	48	12	— Asan - -	- - -	Penang - -	Assahan -	Tiles, &c. 10 passengers.	—	S.W. 6	10 miles off Pulau Kandy, Malacca Strait.
18 Oct.	"American Union" 32 years.	Halifax, N.S.	- - -	Brigantine, W.	263	7	N. S. Townsend -	R. H. Cann, Louisbourg, C.B.	St. John's, N.F.L.	Sydney, C.B.	Ballast -	—	N. by W. 10	Lat. 44° 28′ N., Lon. 56° 50′ W., N. Atlantic.
20 Oct.	"Tryst" - - - 35 years.	Not registered	- - -	Schooner, W.	61	4	W. Ellington -	Stewart Brothers, Edinburgh.	Scrabster -	Montrose -	A boiler, machinery, and salvage gear.	—	W.N.W. 5	About 3 miles E. of the Ord of Caithness, Caithness.
23 Oct.	"Lady Gertrude" - 25 years.	Aberdeen -	- - -	Barque, W.	500	10	W. G. Burrell -	Mrs. M. Matthewson, Dundee.	Old Harbour, Jamaica.	Rotterdam -	Logwood -	—	S.E. 10	Lat. 50° N., Lon. 21° W., N. Atlantic.

(1) FOUNDERINGS—*cont.*

Date of Foundering or Abandonment.	Name and Age of Vessel.	Port of Registry if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Foundering or Abandonment.
1892. 25 Oct.	"Princess Alexandra." 29 years.	Belfast	(*a.*) Ll. ✠ A 1. in Red. (*b.*) 8.92.	Barque, W.	1,281	18	J. McGonnell	W. R. Rea, Belfast	Belfast	St. John, N.B.	Ballast, 1 passenger.	—	W.N.W. 9	Lat. 44° 33′ N., Lon. 36° 1′ W., N. Atlantic.
26 Oct.	"Aeron Express" 2 years.	Not registered	-	Fishing Boat, W.	1	2	E. Jones	J. Williams, Aberayron.	Aberayron for fishing.		Ballast	—	S.S.E. 8	About 5 miles N.E. of Newquay Head, Cardiganshire.
27 Oct.	"Belle" 25 years.	Newport, Mon.	(*a.*) Ll. ✠ A 1. in Red. (*b.*) 5.90.	Barque, W.	469	11	W. Wills	W. Brooks, Newport, Mon.	Trinidad	London	Asphalte & Cocoa Nuts	—	S. 10	Lat. 53° N., Lon. 24° W., N. Atlantic.
27 Oct.	"Pearl" Age unknown.	Sydney, N.S.W.	-	Schooner, W.	65	6	F. Rodriguez, Gourdon Bay, W.A.		Gourdon, W.A., for pearl fishing.		Ballast	—	W. 6	Off Gourdon Bay, Western Australia.
28 Oct.	"Calliope" 24 years.	Windsor, N.S.	-	Barque, W.	1,179	15	J. E. Rathbun	B. Smith, Windsor, N.S.	Parrsboro', N.S.	Fleetwood	Deals, 1 passenger.	—	S.E. 10	Lat. 52° N., Lon. 29° 19′ W., N. Atlantic.
28 Oct.	"Triton" 25 years.	Norway	-	Brig, W.	219	6	P. G. Pedersen	G. A. Andresen, Christiania, Norway.	Swansea	Fredericia, Denmark.	Coal	—	S.S.E. 8	30 miles S.W. of the Smalls, off Pembrokeshire.
Nov.	"Maggie W. Smith" 6 years.	Ardrossan	(*a.*) Ll. ✠ 11 A 1. (*b.*) 5.92.	Schooner, W.	133	6	A. Thomson	C. T. Bennett, Bristol.	Labrador	Gibraltar	Fish	—	N.N.W. 10	Lat. 47° N., Lon. 37° W., N. Atlantic.
14 Nov.	"Camille" 25 years.	Dunedin, N.Z.	-	Brigantine, W.	221	8	W. Woebling	H. Guthrie, Dunedin, N.Z.	Townsville, Queensland.	Bluff, N.Z.	Guano, 1 passenger.	—	S.W. 4	20 miles S.W. of the S.W. Coast of New Zealand, S. Pacific.
14 Nov.	"Forget-me-Not" 7 years.	Grimsby	-	Dandy, W.	79	5	D. D. McCarthy, Greenock.		Grimsby, for fishing.		Ballast	—	S.S.E. 6	About 230 miles N.E. of Spurn Point, North Sea.
14 Nov.	"Past Master" 3 years.	London	-	Spritsail Barge, W.	56	4	J. S. Beckett	Mrs. J. E. Stewart, St. Leonard's, Sussex.	Dunkirk	London	Slates	—	S. 5	About 18 miles S.E. by E. of the North Foreland, Kent.
17 Nov.	"D" 30 years.	Not registered	-	Hopper, I.	About 250	3	S. Rolfe	J. Smurthwaite, Tunstall Lodge, Durham.	Sunderland to sea (in tow).		Refuse	—	S.E. 1	Off Sunderland, Durham.
18 Nov.	"Friends" 20 years.	Not registered	-	Lug Sail, W.	2	2	W. Buchan, Charlestown, Fifeshire.		Charlestown, Fifeshire, for fishing.		Ballast	1	S.W. 8	Near Charlestown, Fifeshire.
18 Nov.	No Name 2 years.	Not registered	-	Yawl, W.	2	2	G. Halcro	J. Donald, S. Ronaldshay, Orkney Isles.	Windwick, Orkney Isles, for fishing.		Ballast	2	S.E. 7	Windwick Haven, South Ronaldshay, Orkney Isles.
24 Nov.	"Marvel" 2 years.	Sydney, N.S.W.	-	S.S., W.	48	4	R. Arthur	G. Dent, Botany, N.S.W.	Jervis Bay, N.S.W.	Sydney, N.S.W.	Timber	—	E.S.E. 5	Shoalhaven Bight, New South Wales.
27 Nov.	"Citta di Messina" 13 years.	London	(*a.*) Ll. ✠ 100 A. 1. (*b.*) 4.92.	S.S., I.	959	24	C. Scotto	W. F. Becker, Messina, Italy.	Ibrail	Barcelona	Wheat	—	N. 9	85 miles off Cape Spartivento, Mediterranean.

28 Nov.	"Darin" - - 35 years.	Cardiff - -	- - -	Schooner, W.	80	4	G. Brown, Cardiff.		Garston -	Waterford -	Coal -	2	W.S.W. 6	2 miles E.N.E. of the Hook Tower, Co. Waterford.
1 Dec.	"Gem of the Ocean" - 15 years.	Faversham -	- - -	Ketch, W. -	68	3	W. Ward - -	Mrs. Forster, Harwich.	Portland, Dorsetshire.	London -	Stone - -	3	S.W. by S. 10.	Near Dungeness, Kent.
10 Dec.	"Rose" - - - 34 years.	Liverpool -	- - -	Flat, W. -	63	2	W. H. Smith -	T. G. Best, Liverpool.	Birkenhead -	Flint - -	Sulphur Ore	—	W.S.W. 8	Helbre Swash, Liverpool Bay.
15 Dec.	"Yan Shin" - - 4 years.	Burmah - (not registered)	- -	Kattoo, W. -	78	15	- - -	- - -	Tavoy - -	Rangoon -	Dhance Leaves.	—	—	Off the Southern Moscos, Burmah, Bay of Bengal.
16 Dec.	"Arctic" - - 17 years.	St. John's, N.F.L.	- - -	Schooner, W.	125	8	W. F. Pike - -	J. Munn, Harbor Grace, N.F.L.	Barbados -	HarborGrace, N.F.L.	Molasses and Pitch.	—	N.E. by E. 9.	About 9 miles N. of Grand Turk Lighthouse, N. Atlantic.
18 Dec.	"Fairy" - - 32 years.	Wigtown -	- - -	Schooner, W.	46	3	R. McLeod - -	J. H. Soppitt, Sunderland.	Sunderland -	Cullen, Banffshire.	Coal - -	—	W.N.W. 9	20 miles N. of Rosehearty, Aberdeenshire.
18 Dec.	"Whisper" - - Age unknown.	Not registered	- - -	Fishing Sloop, W.	About 20	7	T. Bethel, Carriacou, West Indies.		Grenville, Grenada.	Windward, Carriacou.	Ballast -	—	Squally	Carriacou, Grenadines, British West Indies.
22 Dec.	"Vancouver" - - 16 years.	Yarmouth, N.S.	(*a.*) B. Ver. 11-5, 3/3, L. 1. 1. from 12.87. (*b.*) —90.	Ship, W. -	1,376	19	G. N. Purdy -	G. H. Lovitt, Yarmouth, N.S.	St. John's, N.F.L.	Cardiff -	Deals - -	—	S.W. 10	Lat. 47° 42′ N., Lon. 35° 13′ W., N. Atlantic.
23 Dec.	"Doris" - - 19 years.	Newport, Mon.	(*a.*) Ll. 8 A 1. (*b.*) 8.92.	Barquentine, W.	293	8	G. Broadstock -	W. Brooks, Newport, Mon.	Port of Spain	London -	Asphalte and Cocoa Nuts.	2	W. by S. 9.	Lat. 41° 3′ N., Lon. 32° 56′ W., N. Atlantic.
26 Dec.	"Bear Creek" - 2 years.	Liverpool -	(*a.*) B. Ver. I. 3/3, A. 1. 1 from 5.90. (*b.*) 5.92.	S.S., Steel -	1,573	32	G. Rhynas - -	Bear Creek Oil and Shipping Co., Lim., Liverpool.	Amsterdam -	Philadelphia	Ballast -	—	—9	Lat. 45° 25′ N., Lon. 34° 22′ W., N. Atlantic.
29 Dec.	"Hopeful" - - 23 years.	Grimsby -	- - -	Schooner, W.	59	5	J. Howard - -	T. Campbell, Grimsby.	Grimsby, for fishing.		Ballast -	—	—6	8 miles off Norderney, North Sea.
30 Dec.	"Navarch" - - 15 years.	Yarmouth, N.S.	(*a.*) B. Ver. 11-5, 3/3, L. 1. 1. from 12.88. (*b.*) —90.	Barque, W.	995	15	A. D. Hilton -	J. J. Lovitt, Yarmouth, N.S.	Philadelphia -	Dunkirk -	Petroleum -	4	—11	Off Flores Island, Azores, N. Atlantic.
1893. 1 Jan.	"Rita" - - 1 year.	Annapolis, N.S.	- - -	Schooner, W.	197	7	J. Berry - -	J. E. Shafner, Granville Ferry, N.S.	Jacksonville, Florida.	Demerara -	Pitch pine -	—	S.E.—	Lat. 31° 34′ N., Lon. 77° 20′ W., N. Atlantic.
5 Jan.	"Pride of Wales" - 23 years.	Carnarvon -	(*a.*) Ll. 4 A 1. (*b.*) 6.91.	Barque, W.	288	9	J. Griffiths - -	D. Morris, Portmadoc	Monte Cuyo, Mexico.	Fleetwood -	Logwood -	—	S.E. 12	Lat. 40° 40′ N., Lon. 37° 20′ W, N. Atlantic.
15 Jan.	"Helsingör" - - 10 years.	Denmark -	(*a.*) B. Ver. I. Div. 3/3. L. 1. 1. from 4.91. (*b*) 10.92.	S.S., I. -	751	18	L. Johnson - -	H. C. Nyholm, Elsinore.	Ghent - -	Dundee -	Phosphates	—	N.E. 8	Near the Long Sand Lightship off Essex.
16 Jan.	"Unexpected" - 10 years.	Windsor, N.S.	- - -	Schooner, W.	117	6	C. Brinkman -	Mrs. H. A. Brinkman, Halifax, N.S.	Halifax, N.S.	Jamaica -	Fish - -	2	W.N.W. 9	Lat. 39° 24′ N., Lon. 60° 25′ W., N. Atlantic.
20 Jan.	"Ino" - - - 12 years.	Norway -	- - -	S.S., W. -	308	12	—— Sodi - -	StrömstenesVaerft, Stavanger, Norway.	Ardrossan -	Stavanger -	Coal - -	12	N.W. 9	Supposed Westray Firth, Orkney Isles.
About 20 Jan.	"Richard" - - Age unknown.	Not registered	- - -	Lugger, W.	14	3	W. Young, Ballyhalbert, Co. Down.		Belfast - -	Ballyhalbert, Co. Down.	Tiles, Pipes, &c.	3	—	Near the Long Rock, Ballywalter, Co. Down.

(1) FOUNDERINGS—*cont.*

Date of Foundering or Abandonment.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Foundering or Abandonment.
1893. 22 Jan.	"Vesper" - - 12 years.	Liverpool, N.S.	- - -	Schooner, W.	132	7	H. S. Bagnell -	P. Bagnell, Sydney, C.B.	St. Martin, Dutch West Indies.	Halifax, N.S.	Salt - -	—	N.N.W. 10	Lat. 34° 4′ N., Lon. 57° 45 W., N. Atlantic.
24 Jan.	"Fox" - - - Age unknown.	Not registered	- - -	Lighter, W.	About 80	2	C. Martin - -	Pethick, Brothers, Plymouth.	Torquay - (in tow.)	Plymouth -	Railway Wagons, Metals, &c.	—	W. 4	2 miles S.W. of the Hamstone Rock, Devonshire.
24 Jan.	"Quebec" - - 26 years.	Windsor, N.S.	- -	Barque, W.	1,462	17	S. S. Patterson -	G. W. Churchill, Hantsport, N.S.	Dublin - -	St. John, N.B.	Ballast -	—	W.N.W. 6	Lat. 42° 20′ N., Lon. 47° 20′ W., N. Atlantic.
26 Jan.	"Forget-me-not" - 10 years.	Not registered	- -	Lugger, W.	3	5	A. Paterson, Macduff.		Macduff, for fishing.		Ballast -	—	S.S.W. Squally.	Off Garness Head, Moray Firth, Banffshire.
28 Jan.	"Clutha" - - 29 years.	Glasgow -	- - -	S.S., I. -	337	17	J. Morrison - -	J. Clark, Glasgow	Beyrout -	Jaffa -	Grain and Oranges, 6 passengers.	—	N.W. 9	Near Caiffa, Asiatic Turkey.
28 Jan.	"Telegraph" - - 19 years.	Port Louis, Mauritius.	- - -	Schooner, W.	22	5	C. Maurice -	J. F. Laroque, Port Louis, Mauritius.	Tamatave, Madagascar.	Mahela, Madagascar.	General -	5	S.W. 12	Off the S.E. coast of Madagascar, Indian Ocean.
— Jan.	"Annie Isabel" - 12 years.	Halifax, N.S..	- - -	Schooner, W.	23	3	- - -	G. R. Hart, Halifax, N.S.	Halifax, N.S. - (in tow.)	St. Croix, W.I.	Unknown -	3	— 10	N. Atlantic.
2 Feb.	"Mary Ann" - - Age unknown.	Not registered	- - -	Lugger, W.	About 3	1	H. Hanger, Deal.		Deal, for cruizing.		Ballast -	—	W. by N. Squally.	Off Sandown Castle, the Downs, Kent.
2 Feb.	"Notre Dame de Lourdes." 19 years.	France - -	(*a.*) B. Ver. 5/6, P. 1. 1. for 4 years from 5.89. (*b.*) 6.90.	Lugger, W.	63	5	L. Lavallée, Gravelines, France.		Setubal, Portugal.	Gravelines, France.	Salt - -	—	W. 7	About 4 miles off Littlestone, Kent.
3 Feb.	"Louise" - - 23 years.	Glasgow -	- - -	Steam Lighter, I.	29	3	J. Steel - -	J. Hay, Glasgow -	Rothesay -	Falkirk -	Tar - -	2	S.W. 4	1½ miles S.E. of Craigmore Pier, Bute.
4 Feb.	"Ann Maria" - 35 years.	Lunenburg, N.S.	- - -	Schooner, W.	32	3	J. Bangay -	G. Redding, Lockeport, N.S.	Halifax, N.S.	Lockeport, N.S.	Coal -	—	N. 11	About 10 miles off Cross Island, N.S., N. Atlantic.
14 Feb.	"Jessie Smith" - 8 years.	Not registered	- - -	Lugger, W.	28	9	J. Smith - -	J. Smith, senior, Gordonsburgh, Banffshire.	Buckie, Banffshire, for fishing.		Ballast -	9	S.E. 10	10 miles E.S.E. of Noss Head, Caithness.
14 Feb.	"Lady Margaret" - 12 years.	Not registered	- - -	Lugger, W.	4	3	W. Smith - -	J. Henderson, Vault Point, near Dunbar.	Dunbar, for fishing.		Ballast -	—	S.W. 10	8 miles E. by N. of Dunbar, Haddingtonshire.
15 Feb.	"Elizabeth Peers" 8 years.	Barrow - -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 11.91.	Schooner, I.	165	6	L. Hughes - -	W. Postlethwaite, Millom, Cumberland.	Rio Grande do Sul.	Liverpool -	Bone Ash and Horns.	—	E.S.E. 7	Lat. 32° 15′ S., Lon. 50° 30′ W., S. Atlantic.
18 Feb.	"Annie" - - 19 years.	Lunenburg, N.S.	- - -	Schooner, W.	156	7	J. McDonald, Pictou, N.S.		Gold River, N.S.	Havana -	Boards -	—	E. 11	About Lat. 41° 20′ N., Lon. 65° W., N. Atlantic.

19 Feb.	"Pacific" - - 26 years.	Swansea -	(*a.*) Ll. ✠ A 1. (*b.*) 2.91.	Barque, I. -	379	13	T. Stewart - -	A. Campbell, Glasgow.	Port Louis, Mauritius.	Bombay -	Sugar -	13	Cyclone	Off Cargados Archipelago, Indian Ocean.
21 Feb.	"Scotia" - - 45 years.	Not registered	- - -	Dredger, I. -	About 50	9	W. Brown -	The Arbroath Harbour Commissioners, Arbroath.	Eyemouth - (in tow).	Granton -	Ballast -	—	N.E. 6	About 7 miles off Dunbar, Haddingtonshire.
27 Feb.	"Chislehurst" - 10 years.	Swansea -	(*a.*) Ll. 10 A 1. (*b.*) 1.90.	Barquentine, W.	439	9	H. J. Norby -	C. Wyllie, London.	Port Royal, S. Ca.	Nantes -	Phosphate rock.	—	N.W. 12	Lat. 34° 11′ N., Lon. 65° W., N. Atlantic.
1 Mar.	"Sri Venugopalsawmy." 44 years.	British India (not registered).	- - -	Brig, W. -	217	25	Gunjali Maricar -	Sulthan Nagutha Maricar, Porto Novo, Madras.	Moulmein -	Porto Novo, Madras.	Timber and paddy.	—	N.E. 7	Off Porto Novo, Madras.
9 Mar.	"Helen" - - 23 years.	Not registered	- - -	Lug Sail, W.	3	3	T. Mason, Crail, Fifeshire.		Crail, Fifeshire, for fishing.		Ballast -	3	W.S.W. 7	½ mile off Crail, Fifeshire.
4 Apr.	"Just in Time" - 9 years.	Sydney, N.S.W.	- - -	Schooner, W.	102	6	C. Johnson -	T. Davis, Terrigal, N.S.W.	Sydney, N.S.W.	Tweed River, N.S.W.	Railway iron and general.	—	W.S.W. 4	About 13 miles N. of Smoky Cape, N.S.W., S. Pacific.
9 Apr.	"Volzy" - - 40 years.	Padstow -	- - -	Ketch, W. -	76	4	J. Andoire -	A. B. Hutchings, Padstow.	London -	Dartmouth	Cement -	—	N.E. 5	3 miles S.E. of Ventnor, Isle of Wight.
11 Apr.	"Mystery" - - 23 years.	Brixham -	- - -	Cutter, W. -	44	4	T. Bellett, Brixham.		Brixham, for fishing.		Ballast -	—	E. 4	About 9 miles S.E. of the Orestone Rock, near Torbay, Devonshire.
11 Apr.	"Water Lily" - 14 years.	Not registered	- - -	Lugger, W.	3	1	J. Butcher, Lowestoft.		Woodbridge, Suffolk, for fishing.		Ballast -	—	N.E. 8	About 2 miles E.S.E. of Aldeburgh, Suffolk.
20 Apr.	"I" - - - 43 years.	Kirkcaldy -	- - -	Steam Lighter, I.	42	3	J. Milne - -	W. Taylor, Grangemouth.	Berwick -	Anstruther -	Manure -	—	N.E. 6	About 4 miles off St. Abb's Head, Berwickshire.
21 Apr.	"Padaruth" - 9 years.	Native India (Cutch).	- - -	Gunja, W. -	115	11	— Jacob - -	Moorji Gokaldass Jetta, Cutch, Mandvi.	Cutch - -	Kurrachee -	Timber -	—	S.E. 5	Off Calicut, W. coast of India.
2 May	"Derbyshire" - 30 years.	Liverpool -	(*a.*) Ll. ✠* A 1. Liv. A. 1 ✠ 1 in Red. (*b.*) 9.92.	Ship, I. -	1,163	20	E. Jones - -	C. H. Rees, Carnarvon.	Talcahuano -	Queenstown, for orders.	Wheat -	—	—10	Lat. 54° 2′ S., Lon. 79° 30′ W., S. Pacific.
2 May	"Eugenie" - - 12 years.	Port Elizabeth	- - -	Barque, W.	699	9	T. Haley - -	W. C. Wyse, New York.	East London -	Port Elizabeth.	Ballast -	—	Squally	Lat. 33° 35′ S., Lon. 27° 45′ E., Indian Ocean.
3 May	"Magnificent" - 30 years.	Liverpool -	- - -	Barque, W. -	1,283	19	W. Rowe - -	Eyres & Hunt, Middlesbro'.	Barrow -	Quebec -	Ballast -	—	S.S.W. 5	Lat. 50° 49′ N., Lon. 33° 6′ W., N. Atlantic.
12 May	"Enigma" - - 22 years.	St. John, N.B.	(*a.*) B.Ver. 11–4, 5/6. A 1. 1, from 5.89. (*b.*) —89.	Barque, W. -	649	14	C. H. Dodd -	G. Bedell, St. Martin's, N.B.	Barbados -	New York -	Ballast -	—	N.E. 5	Lat. 13° 44′ N., Lon. 60° 2′ W., Caribbean Sea.
14 May	"St. Helena" - 21 years.	Brixham -	- - -	Ketch, W. -	48	3	G. Gray, Exmouth, Devonshire.		Poole, Dorsetshire.	London -	Clay - -	—	E. by S. 6	About 6 miles W.S.W. of St. Catherine's Point, Isle of Wight.
24 June	"Bonanza" - 18 years.	Yarmouth, N.S.	(*a.*) B.Ver. 11–3, 3/3. L. 1. 1. from 12.90. (*b.*) —.91.	Ship, W. -	1,079	16	G. L. O'Brien -	J. H. Crosby, Yarmouth, N.S.	Buenos Ayres	Falmouth, for orders.	Wheat -	—	—2	Lat. 27° 32′ S., Lon. 45° 51′ W., S. Atlantic.

(2) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1890. — June	"Laura" - - 19 years.	Digby, N.S.	- - -	Schooner, W.	125	About 7	- - -	J. R. Saunders, Sandy Cove, N.S.	- - -	- - -	Unknown -	—	—	Gull Rock, Bay of Fundy.
26 Dec.	"Emerald" - - 43 years.	Lunenberg, N.S.	- - -	Schooner, W.	27	3	J. H. Publicover,	Blandford, N.S.	Halifax, N.S. -	Blandford, N.S.	General -	—	E.S.E. 10	Prospect Basin, Halifax co., Nova Scotia.
1891. 8 Jan.	"Doulatpasa" - 10 years.	Native India	- - -	Batela, W. -	60	7	- - -	- - -	Rajapur -	Mandvi -	Teak, Bamboos, and Coir.	—	— 10	Burnudi, near Harnai, West Coast of India.
6 Feb.	"Sanda" - - Age unknown.	British India (not registered).	- - -	Padow, W.	28	7	- - -	- - -	Moha - -	Bombay -	Cotton and Corn.	—	— 10	Postpere Rock, Bassein, West Coast of India.
13 Feb.	"Dowlut Prasad" - Age unknown.	British India (not registered).	- - -	Batela, W.	43	7	- - -	- - -	Porbandar -	Bombay -	Cotton and Stores.	—	— 10	Off Koregaon, Tarapur, West Coast of India.
12 Mar.	"Ruparel" - - Age unknown.	British India (not registered).	- - -	Lateen, W.	15	5	- - -	- - -	Bombay -	Cambay -	Jowari -	1	— 10	Chikhli, Gholvad, West Coast of India.
8 May	"Duria Dolut" - 6 years.	Native India	- - -	Native Craft, W.	28	8	- - -	- - -	Talaja -	Bombay -	Wheat -	—	—	Near Gopnath, Gulf of Cambay, West Coast of India.
12 May	"Machimar" - 57 years.	British India (not registered).	- - -	Muchwa, W.	22	7	- - -	- - -	Bombay -	Sadashivgad	Ballast -	—	— 10	Newra, Ratnagiri, West Coast of India.
7 Sept.	No Name - - Age unknown.	British India (not registered).	- - -	Yacht, W. -	About 5	1	- - -	- - -	Cruising off the Bassein Coast.		Ballast, 3 passengers.	2 (passengers).	—	Bassein Bridge, West Coast of India.
18 Sept.	"Lakmipassa" - 32 years.	Native India -	- - -	Kotia, W. -	85	11	- - -	- - -	Porbandar -	Bombay -	Grain, Ghee, and Stone Slabs.	—	— 10	Off Porbandar, Kathiawar Coast, West Coast of India.
24 Oct.	"Nystadt" - - 26 years.	Norway -	- - -	Barque, W.	456	About 12	H. Pettersen -	W. Wilhelmsen, Tonsberg, Norway.	Quebec - -	Limerick -	Deals - -	—	N. 7	Entrance to Grand Bay, River St. Lawrence, Canada.
1 Dec.	"Admiration" - 36 years.	Halifax, N.S. -	- - -	Schooner, W.	60	4	H. Fergusson -	J. Wilkinson, Halifax, N.S.	Sydney, C.B.	Point Tupper, C.B.	Coal - -	—	N.N.E. 9	Point Tupper, Cape Breton.
25 Dec.	"Padaruth" - Age unknown.	Native India -	- - -	Native Craft, W.	38	6	- - -	- - -	Bhavnagar -	Bombay -	Bones -	—	—	Ramesur Creek, Gulf of Cambay, West Coast of India.
1892. 5 Jan.	"Mahurangi" - 27 years.	Auckland, N.Z.	- - -	Cutter, W. -	21	2	J. Silveria -	A. B. S. Gibbs, Auckland, N.Z.	Auckland, N.Z.	Great Barrier, N.Z.	Ballast -	—	— 10	Great Barrier Island, near Auckland, New Zealand.
14 Jan.	"Mahomed Bux" - 37 years.	British India (not registered).	- - -	Dhoney, W.	231	28	- - -	- - -	Kristnapatam	Masulipatam	Ballast -	—	— 9	Kristnapatam, Madras Coast, East Coast of India.
14 Jan.	"Salamati" - Age unknown.	British India (not registered).	- - -	Lateen, W.	15	6	- - -	- - -	Koliwada -	Jaffrabad -	Ballast, 3 passengers.	2 (passengers).	— 9	Entrance to Bassein Creek, West Coast of India.
22 Jan.	"GaneshPrasad" - 6 years.	British India (not registered).	- - -	Galbut, W.	25	6	- - -	- - -	Belikeri -	Bombay -	Firewood -	—	— 9	Alibag, Bombay Coast, West Coast of India.

15 Feb.	"Winefred" - - 14 years.	Auckland, N.Z.	- - -	Schooner W.	79	9	P. Jones - -	C. Kaad, Rotumah, Fiji.	Levuka, Fiji -	Rotumah, Fiji.	General -	—	W.N.W. 12	Oinafa, Rotumah, Fiji.
16 Feb.	"Prima Donna" - 28 years.	Wexford -	- - -	Lugger, W.	33	6	T. Rossiter - -	W. Armstrong, Wexford.	Wexford, for fishing.		Ballast -	—	N.E. 10	Wexford Breakwater, Co. Wexford.
5 Mar.	"Ladki" - - 14 years.	British India (not registered).	- - -	Lateen, W. -	16	5	- - -	- - -	Vingorla -	Bombay -	Ground nuts, hemp, &c.	—	— 9	Surjicote Creek, near Malwan West Coast of India.
23 Mar.	"King Hing Lee" - Age unknown.	Straits Settlements (not registered).	- - -	Junk, W. -	600	24	- - -	- - -	Acheen - -	Nicobar Islands.	Mother-o'-pearl shells, copra, and split cane.	—	Cyclone	Camorta Island, Nicobar Islands.
27 Mar.	"Sakhari" - - 38 years.	British India (not registered).	- - -	Lateen, W. -	8	5	- - -	- - -	Agashi - -	Vessawa -	Hemp -	—	—	Vessawa, Bombay Coast, West Coast of India.
11 Apr.	"Mahaluxmi" - Age unknown.	British India (not registered).	- - -	Pattimar, W.	80	15	Mahadavoo - -	G. P. Nokhwa, Thana.	Cochin - -	Cannanore -	Rice, &c. -	—	Variable 3	Cannanore, West Coast of India.
14 Apr.	"Yeshwanti" - 36 years.	British India (not registered).	- - -	Muchwa, W.	40	8	- - -	- - -	Bombay -	Ratnagiri .	Ballast -	—	—	Entrance to Nira Creek, near Ratnagiri, West Coast of India.
24 Apr.	"Agnes" - - 18 years.	Freemantle, W.A.	- - -	Schooner, W.	45	3	F. Douglas, Albany, W.A.		Loading at Breme, W.A.		Sandalwood	—	—	John Cove, Breme Bay, Western Australia.
25 Apr.	"Salamati" - - Age unknown.	British India (not registered)-	- - -	Batela, W. -	74	7	- - -	- - -	Mangalore -	Bombay -	Tiles - -	—	— 9	Off Purngad, Bombay Coast, West Coast of India.
27 Apr.	"Mary" - - 17 years.	Castries, St. Lucia.	- - -	Sloop, W. -	8	3	J. Ross - -	L. Janvier, Roseau, Dominica.	Castries, St. Lucia.	Marquis, St. Lucia.	Ballast -	—	N. —	Marquis, St. Lucia, British West Indies.
1 May	"Alimadat" - - 6 years.	Native India -	- - -	Native Craft, W.	20	8	- - -	- - -	Anchored at Veraval.		Ballast -	—	Cyclone -	Veraval, Kathiawar Coast, West Coast of India.
1 May	"Daria Dowlat" - 25 years.	Native India -	- - -	Native Craft, W.	62	13	- - -	- - -	Bulsar - -	Navibandar	Timber, &c.	2	Cyclone -	Navibandar, Kathiawar Coast, West Coast of India.
1 May	"Daria Dolut" - 22 years.	Native India -	- - -	Kotia, W. -	71	4	- - -	- - -	Anchored at Porbandar.		Castor seed, &c.	—	Cyclone -	Porbandar, Kathiawar Coast, West Coast of India.
1 May	"Davalprasad" - Age unknown.	Native India -	- - -	Kotia, W. -	33	5	- - -	- - -	Anchored at Porbandar.		Stones, cotton, &c.	—	Cyclone -	Porbandar, Kathiawar Coast, West Coast of India.
1 May	"Dolatpasa" - - Age unknown.	Native India -	- - -	Native Craft, W.	12	5	- - -	- - -	Mandvi - -	Kurrachee -	Ballast -	—	— 9	Koord, Navanagar, West Coast of India.
May	"Fateh Karim" - 13 years.	Native India -	- - -	Native Craft, W.	53	7	- - -	- - -	Malabar -	Porbandar -	Wood -	—	Cyclone -	Porbandar, Kathiawar Coast, West Coast of India.
1 May	"Fateh Khair" - 8 years.	Native India -	- - -	Native Craft, W	117	12	- - -	- - -	Veraval -	Bombay -	Cotton, &c. -	—	Cyclone -	Near Hirokot, Kathiawar Coast, West Coast of India.
1 May	"Fezal Kurim" - 12 years.	Native India -	- - -	Native Craft, W.	95	9	- - -	- - -	Bombay -	Veraval -	Ballast -	—	Cyclone -	Veraval, Kathiawar Coast, West Coast of India.
1 May	"Gulalio" - - 8 years.	Native India -	- - -	Kotia, W. -	99	8	- - -	- - -	Anchored at Porbandar.		Wheat, &c. -	—	Cyclone -	Porbandar, Kathiawar Coast, West Coast of India.
1 May	"Haripersad" - 15 years.	Native India -	- - -	Kotia, W. -	72	8	- - -	- - -	Kurrachee -	Porbandar -	Oil and Grain.	—	Cyclone -	Porbandar, Kathiawar Coast, West Coast of India.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1892.														
1 May	"Hariprasad" Age unknown.	Native India		Native Craft, W.	20	7			Calicut	Porbandar	Timber, &c.	2	Cyclone	Oddar, near Porbandar, Kathiawar Coast, West Coast of India.
1 May	"Harsingar" 6 years.	Native India		Batel, W.	25	5			Anchored at Porbandar.		Cotton, Stones, and Butter.	—	Cyclone	Porbandar, Kathiawar Coast, West Coast of India.
1 May	"Mahadeopasa" 7 years.	Native India		Native Craft, W.	88	9			Calicut	Mandvi	Timber, &c.	—	Cyclone	Navibandar, Kathiawar Coast, West Coast of India.
1 May	"Mahadeoprasad" 12 years.	Native India		Native Craft, W.	28	6			Veraval	Bombay	Onions	—	Cyclone	Near Mandvi, Kathiawar Coast, West Coast of India.
1 May	"Mahadeoprasad" 17 years.	Native India		Kotia, W.	30	5			Anchored at Porbandar.		Wheat and Stones.	—	Cyclone	Porbandar, Kathiawar Coast, West Coast of India.
1 May	"Naranprasad" 20 years.	Native India		Kotia, W.	80	9			Anchored at Porbandar.		Wheat	—	Cyclone	Porbandar, Kathiawar Coast, West Coast of India.
1 May	"Ruparel" 6 years.	Native India		Padow, W.	13	9			Jakhaoo, for fishing.		Ballast	—	Cyclone	Porbandar, Kathiawar Coast, West Coast of India.
1 May	"Salamati" 20 years.	Native India		Native Craft, W.	116	12			Veraval	Bombay	Cotton, &c.	—	Cyclone	Veraval, Kathiawar Coast, West Coast of India.
1 May	"Sugalpacha" 15 years.	Native India		Native Craft, W.	42	6			Bombay	Veraval	Ballast	—	Cyclone	Veraval, Kathiawar Coast, West Coast of India.
1 May	"Sugalprasad" Age unknown.	Native India		Native Craft, W.	84	7			Calicut	Porbandar	Turmeric, Betel Nuts, &c.	—	Cyclone	Porbandar, Kathiawar Coast, West Coast of India.
1 May	"Trikamprasad" 7 years.	Native India		Kotia, W.	73	5			Anchored at Porbandar.		Castor Seeds and empty Casks.	—	Cyclone	Porbandar, Kathiawar Coast, West Coast of India.
1 May	"Vithalpasha" 15 years.	Native India		Native Craft, W.	90	9			Kurrachee	Veraval	Rice, &c.	—	Cyclone	Veraval, Kathiawar Coast, West Coast of India.
1 May	"Yeshwanti" 71 years.	British India (not registered).		Muchwa, W.	25	7			Bombay	Ratnagiri	Ballast	—	—	Nira, near Ratnagiri, West Coast of India.
2 May	"Eswantee" 33 years.	British India (not registered).		Pattimar, W.	62	14	Ragoo Bappoo	Withaldoss Corejee, Mody Khanee, Bombay.	Badargode	Calicut	Salt	—	N.W. 2	3 miles N. of Calicut, West Coast of India.
19 May	"L. P." 4 years.	St. John, N.B.		Schooner, W.	98	5	A. T. Geldert	J. F. Watson, St. John, N.B.	St. John, N.B.	New Bedford, Mass.	Deals and Lime.	5	N.E. 10	Near Narragansett Light, Rhode Island, U.S.A.
28 May	"Sisters" Age unknown.	Republic of Honduras.		Sloop, W.	7	4	M. Nunez	Brewer's Lagoon Wood and Produce Co., Truxillo, Honduras.	Truxillo	Belize	Ballast, 2 passengers.	—	S.E. Squally.	N.E. end of Glover's Reef, British Honduras.
30 May	"Palki" 6 years.	Native India (Cutch).		Gunja, W.	145	11	— Khamissa	Thackur Muthuradoss, Toolsidas, Mandvi.	Calicut	Cutch	Jaggery, Coir Yarn, and Wood.	—	Squally	1½ miles S. of Beypore River, West Coast of India.

31 May	"Bhawani" - - 45 years.	British India (Not registered).	- - -	Muchwa, W.	8	6	- - -	- - -	Bombay -	Harnai -	Ballast -	—	— 9	Paj, Bombay Coast, West Coast of India.
31 May	"Dungi Pattan" - Age unknown.	British India (Not registered).	- - -	Lateen, W. -	70	9	- - -	- - -	Mangalore -	Kurrachee -	Tiles - -	1	Cyclone	Ghogal, Bombay Coast, West Coast of India.
31 May	"Fatekher" - - Age unknown.	British India (Not registered).	- - -	Batel, W. -	80	8	- - -	- - -	Calicut -	Cutch -	Ballast -	—	—	Malwan, Bombay Coast, West Coast of India.
31 May	"Hariprasad". - Age unknown.	British India (Not registered).	- - -	Pattimar, W.	89	18	- - -	- - -	Cochin -	Bombay -	Oil, copra, &c.	—	Cyclone	Achra, Bombay Coast, West Coast of India.
31 May	"Khataoprasad" - 11 years.	British India (Not registered).	- - -	Ganja, W. -	77	8	- - -	- - -	Calicut -	Jamnagar -	Ballast -	—	Cyclone	Anandwadi, Bombay Coast, West Coast of India.
31 May	"Padaruth" - - Age unknown.	British India (Not registered).	- - -	Ganja, W. -	72	7	- - -	- - -	Calicut -	Cutch -	Teak, &c. -	—	— 9	Malwan, Bombay Coast, West Coast of India.
31 May	"Ramchodprasad" - Age unknown.	British India (Not registered).	- - -	Ganja, W. -	121	10	- - -	- - -	Calicut -	Cutch Mandvi.	Ropes and coir yarn.	—	—	Malwan, Bombay Coast, West Coast of India.
1 June	"Watal" - - Age unknown.	British India (not registered).	- - -	Muchwa, W.	30	12	- - -	- - -	Marmagoa -	Bombay -	Ballast -	—	— 9	Gula, Bombay Coast, West Coast of India.
2 June	"Jaiprasad" - 27 years.	British India (not registered).	- - -	Lateen, W.	15	6	- - -	- - -	Merwa - -	Umersari -	Ballast -	—	— 10	Mouth of Merwa River, Bombay Coast, West Coast of India.
3 June	"Grace Lynn" - 8 years.	Newcastle, N.S.W.	- - -	Schooner, W.	93	6	B. Jenkins -	R. Lynn, Newcastle, N.S.W.	Newcastle, N.S.W.	Richmond River, N.S.W.	Coal - -	—	S.S.E. 2	Richmond River Bar, New South Wales.
5 June	"Sylvania" - - 8 years.	Not registered	- - -	Ketch, W. -	14	2	A. J. Fredricks, Balmoral, Queensland.		Tewantin, Queensland.	Brisbane, Queensland.	General -	—	S. 4	Noosa River Bar, Queensland.
11 June	"Monarch" - - New.	St. George's, Grenada.	- - -	Sloop, W. -	26	4	C. Belmar -	J. A. Belmar, Carriacou, Grenada.	St. George's, Grenada.	Barbados -	Wood, &c., 3 passengers.	—	S.E.	Grand Caye Reef, Grenada, British West Indies.
14 June	"Clinton" - - 2 years.	Germany -	- - -	Schooner, W.	34	5	— Giebel - -	C. Clinton, Axim, W.C.A.	Anchored at Ancobra, Gold Coast.		Ballast -	—	—	Ancobra, Gold Coast, West Coast of Africa.
17 June	"Awaroa" - - 17 years.	Napier, N.Z. -	- - -	Schooner, W.	60	4	J. Urquhart -	J. A. Harding, Gisborne, N.Z.	Poverty Bay, N.Z.	Tairua, N.Z.	Ballast -	—	Calm	Tua Motu Islands, Poverty Bay, New Zealand.
23 June	"Lotus" - - 18 years.	Adelaide, S.A.	- - -	Ketch, W. -	86	5	T. Anderson -	E. W. Russell, Adelaide, S.A.	Port Adelaide, S.A.	Port Macdonnell, S.A.	Potatoes -	—	— 10	Port Macdonnell, South Australia.
27 June	"Ella M. Hawes" - 11 years.	U.S.A. - -	- - -	Schooner, W.	282	7	I. T. Newbury -	Morse & Co., New York.	New York -	Kingston, Jamaica.	Lumber -	—	S.E. 6	North West Reef, Caicos Passage, Turk's Islands, British West Indies.
28 June	"Ocean Star" - 10 years.	Halifax, N.S.	- - -	Schooner, W.	126	6	N. H. Townsend, Sydney, C.B.		Sydney, C.B. -	Campbelton, N.B.	Coal -	—	Calm	Newport, Province of Quebec, Canada.
28 June	"Owasco" - - Age unknown.	U.S.A. - -	- - -	Schooner, W.	About 100	6	- - -	- - -	Philadelphia	Montreal -	Coal -	—	S.W. 9	Gunning Rock, Betty's Island, Nova Scotia.
30 June	"Royalist" - - 26 years.	Borneo (Foreign).	- - -	S.S.. I. -	152	30	H. Johnston -	The British North Borneo Co., London.	Singapore -	Labuan -	General, 20 passengers.	—	E.S.E. —	Near Horsburgh Light, Straits Settlements.
30 June	"Walter Holly" - 4 years.	St. John, N.B.	(*a.*) B. Ver. 3/3. A. 1. 1. for 12 years from 8.88. (*b.*) 11.91.	Schooner, W.	273	8	R. F. Purdy -	F. E. Sayre, St. John, N.B.	Black River, Jamaica.	Providence, R.I.	Logwood roots.	1	E. 4	1½ miles E. of Grand Cayman, British West Indies.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 1 July	"City of Chicago" - 9 years.	Liverpool -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 1.92.	S.S., I. -	3,364	155	A. Redford -	The Inman and International S.S. Co., Lim., Liverpool.	New York -	Liverpool -	General, 360 passengers.	—	S.E. 1	Near the Old Head of Kinsale, co. Cork.
1 July	"Princess of Thule" Age unknown.	Not registered	- - -	Smack, W. -	21	7	W. S. Wilson -	J. Brown, Lerwick	Lerwick, for fishing.		Ballast, 9 passengers.	—	W.S.W. 5	Green Holm Island, Shetland Isles.
2 July	"Abraham Sutton" 9 years.	Glasgow -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 5.92.	S.S., I. -	164	10	L. Kirkham -	R. McMillan, Charlottetown, P.E.I.	Sydney, C.B. -	Halifax, N.S.	Coal, 1 stowaway.	—	S.W. 4	Canso Ledge, Nova Scotia.
2 July	"Chadwick" - - 10 years.	London -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 2.92.	S.S., I. -	917	19	C. Kemp - -	R. B. Avery, Newcastle-on-Tyne.	Glasgow -	Cronstadt -	Coal - -	—	S. 5	An Ceannaich, Loch Pooltiel, Skye, Inverness.
2 July	"Chiloe" - - 10 years.	Liverpool -	- - -	S.S., I. -	1,326	61	C. W. Hullah -	The Pacific Steam Navigation Co., Liverpool.	Valparaiso -	Tomé, Chili	General, 7 passengers.	—	N.W. 1	Off East Rock, Tumbe's Peninsula, Chili.
2 July	"William H. Parker" 11 years.	U.S.A. - -	- - -	Schooner, W.	48	5	J. E. Atkinson -	T. B. Schall, Baltimore, U.S.A.	Annapolis, Maryland.	Eleuthera, Bahamas.	Ballast -	—	E. 2	Egg Island Reef, Eleuthera, Bahamas.
3 July	"B. N. Fullerton" - 12 years.	Parrsboro', N.S.	- - -	Schooner, W.	106	4	C. E. Yorke, Parrsboro', N.S.		Rockland, Maine.	Parrsboro', N.S.	Ballast, 1 passenger.	—	S.W. —	Long Ledge, Jerico Bay, Maine, U.S.A.
3 July	"Peter Stuart" - 24 years.	Liverpool -	(*a.*) Ll. ✠ * ⩓ 1. (*b.*) 7.90.	Ship, I. -	1,447	25	H. Hughes -	W. A. Stephens, London.	St. John, N.B.	Liverpool -	Deals, 2 passengers.	14 (12 crew and 2 passengers).	S.W. 10	Gannet Rock Ledge, near Yarmouth, Nova Scotia.
4 July	"Ellen Williams" - 28 years.	Bideford -	- - -	Ketch, W. -	70	3	C. Lamey - -	L. Lawday, East Appledore.	Newport, Mon.	Newquay, Cornwall.	Coal - -	—	— 1	North Tail, Braunton Sands, Devonshire.
6 July	"Vivid" - - Age unknown.	Not registered	- - -	Jigger, W. -	17	2	H. McIntosh -	J. Woods, Belfast	Drumore, Wigtonshire.	Greenan Bay, Ayrshire.	Ballast -	—	S. 9	Stairhaven, Luce Bay, Wigtonshire.
7 July	"Noatun" - - 11 years.	Norway -	- - -	Barque, W.	501	11	— Jorgensen -	C. T. Boe, Arendal, Norway.	Cape Town -	Barbados -	Ballast -	11	—	Near Woody Cape, 40 miles E. of Port Elizabeth, Cape Colony.
13 July	"Yeshwanti" - - Age unknown.	British India (not registered)	- - -	Muchwa, W.	6	8	- - -	- - -	Rewas - -	Bombay -	Fish - -	—	— 9	Karanja Creek, Bombay Coast, W. Coast of India.
14 July	"Eirene" - - 28 years.	Not registered	- - -	Cutter, W. -	13	3	T. Fleet, Dartmouth.		Dartmouth, for fishing.		Ballast -	—	N.W. 3	Coombe's Rock, near entrance to Dartmouth Harbour, Devonshire.
17 July	"Peronelle" - - 19 years.	Stanley, F. I.	- - -	Schooner, W.	46	23	- - -	C. Williams, Punta Arenas, Costa Rica	Punta Arenas, Costa Rica, for sealing.		Ballast -	—	— 10	Monument Bay, near Evangelist's Island, Chili.
19 July	"Jane" - - 53 years.	Beaumaris -	- - -	Ketch, W. -	53	3	T. Jones, Moelfre, Anglesea.		Bangor - -	Silloth -	Slates -	—	W.N.W. 8	Entrance to Whitehaven Harbour, Cumberland.
19 July	"Maxwell" - - 5 years.	Liverpool -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 3.91.	Ship, I. -	1,800	29	T. G. Fraser -	W. B. Sproule, Liverpool.	Birkenhead -	San Francisco	Coal - -	—	N.W. 11	The Bar, Liverpool Bay.
19 July	"Star of Bethlehem" New.	Not registered	- - -	Lug Sail, W.	2	3	J. Crossley, Whitby.		Staithes, Yorkshire, for fishing.		Ballast -	3	E.N.E. 7	Kettleness Point, near Whitby, Yorkshire.

19 July	"Ulah" - 1 year.	Not registered	- - -	Yacht (Lugger), W.	8	None on board.	A. Steward -	V. Craig, Belfast -	Bangor, Co. Down, for cruising.		Ballast -	—	W.N.W. 6	Seacliff, Bangor Bay, Co. Down.
20 July	"Dennis Brundrit" 36 years.	Stanley, F. I.	- - -	Barque, W.	462	14	R. Gill -	J. K. Thomas, Egremont, Cheshire.	Teal Inlet, F. I.	San Carlos, F. I.	Wool, hide, and tallow.	—	W.S.W. 4	Centre Island, San Salvador, Falkland Islands.
20 July	"H. M. and R." 35 years.	Goole - -	- - -	Ketch, W. -	45	4	G. Bradley, Doncaster, Yorkshire		Goole - -	London -	Coal -	—	N.E. 7	Cley, Norfolk.
21 July	"Enterprise" 16 years.	Melbourne -	- - -	Schooner, W.	58	4	— Thompson -	A. McEacharn, Bairnsdale, Victoria.	Melbourne -	River Forth, Tasmania.	Ballast -	—	S.W. 1	River Forth Breakwater, Tasmania.
24 July	"Edith May" 17 years.	Sydney, N.S.W.	- - -	Schooner, W.	213	7	G. T. Joss -	J. Taylor, Balmain, N.S.W.	Dunedin, N.Z.	Wanganui, N.Z.	General -	1	S.E. 7	Near Wanganui Heads, New Zealand.
24 July	"Hydroos" - Age unknown.	British India (not registered).	- - -	Munji, W. -	24	None on board.	Jainoodin Cooty -	- - -	Anchored at Ponani		Ballast -	—	—	Ponani, Bombay Coast, West Coast of India.
24 July	"Nutherwoolie" 30 years.	British India (not registered).	- - -	Brig, W. -	206	13	- - -	- - -	Chittagong -	Naraingunge	Ballast -	—	— 9	Kangali Chur, Chittagong.
25 July	"Maggie F" - 13 years.	Sydney, C.B. -	- - -	Schooner, W.	79	6	C. A. Martell, Main-à-dieu, C.B.		Santiago -	Grand Turk	Ballast -	—	E. by N. 4	A reef N. of Grand Caicos, British West Indies.
26 July	"Activity" - 14 years.	Sydney, N.S.W.	- - -	Ketch, W. -	62	4	R. O'Kelly -	The Pearling Trading Co., Limited, London.	Cossack, W. A.	Condon, W.A.	General -	—	—	Condon Creek, Western Australia.
26 July	"Gwendoline" 14 years.	Not registered	- - -	Steam Yacht, W.	18	3	D. Thomas -	The Hon. C. Wynn, Rug-Corwen, N. Wales.	Kingstown -	Carnarvon -	Ballast -	—	S.E. 2	Entrance to Kingstown Harbour, Co. Dublin.
29 July	"Rose of Torridge" 27 years.	Carnarvon -	(*a.*) Ll. 9 A 1. from 9.88. (*b.*) 3.90.	Schooner, W.	94	5	E. Evans -	R. Hughes, Portmadoc.	St. Ubes, Portugal.	Windsor Harbour, Labrador.	Salt -	—	S.W. 2	Entrance to Turnavik Harbour, Labrador.
30 July	"Coila" - 6 years.	Not registered	- - -	Yacht (Cutter), W.	About 5	2	R. Burwood -	J. Kidd, Aberdour, Fifeshire.	N. Shields -	Aberdour, Fifeshire.	Ballast -	—	S. 2	Swadman Rock, Farne Islands, Northumberland.
30 July	"Elagh Hall" 9 years.	Londonderry	- - -	S.S., I. -	126	8	D. Gluckin -	J. Christy, Londonderry.	Londonderry	Maryport -	Ballast -	—	E. 2	2½ miles N. of Mull of Cantire Lighthouse, Argyllshire.
3 Aug.	"Daring" - 46 years.	New Ross -	- - -	Yacht (Cutter), W.	15	3	J. Crowe - -	T. Saunders, Kingstown, Co. Dublin.	Oban - -	Rothesay -	Ballast, 3 passengers.	—	W. 4	6 miles N.W. of Campbeltown, Argyllshire.
4 Aug.	"Black Eagle" 25 years.	Glasgow -	- - -	S.S., I. -	36	4	J. MacPherson, Glasgow		Bowling, River Clyde.	Ulva, Argyleshire.	Coal -	—	W. 2	Machrihanish Bay, Argyllshire.
8 Aug.	"White Heather" - 32 years.	Not registered	- - -	Yacht (Cutter), W.	12	2	W. Turnbull -	W. H. Aitken, Dundee.	Loch Fyne -	Dundee -	Ballast -	—	E. 8	Brodick, Arran, Buteshire.
10 Aug.	"Arina" - 23 years.	Grimsby -	(*a.*) Ll. ✠ * ⩓ 1. (*b.*) 7.91.	Barquentine, I.	249	9	R. B. Watts -	J. Sutcliffe, Grimsby.	Cartagena, U.S. of Colombia.	Laguna de Terminos, Mexico.	Coal -	—	N.E. by E. 5	Anchor Cay, off Nicaragua.
10 Aug.	"Chase" - 27 years.	Wigtown -	- - -	Schooner, W.	47	3	B. Richards -	R. Fraser, Port William, Wigtonshire.	Garston -	Malahide -	Coal -	—	E.S.E. 2	Burbo Bank, Liverpool Bay.
11 Aug.	"Margherita F." 23 years.	Italy - -	(*a.*) B. Ver. 5/6. A 1. 1. from 3.89. (*b.*) 5.92.	Barque, W.	438	12	M. Schiaffino -	G. B. Ferro, Camogli, Italy.	Santa Margherita, Italy.	Miramichi, N.B.	Ballast -	—	E.N.E. 11	Near Escuminac Light, New Brunswick.
11 Aug.	"Sandalphon" - 4 years.	Shelburne, N.S.	- - -	Schooner, W.	105	16	B. P. Thorbourn -	Mrs. M. E. Locke, Lockeport, N.S.	Lockeport, N.S., for fishing		Ballast -	—	S.S.W. 4	Bear Point Richmond Co., Cape Breton.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 12 Aug.	"Anna Currier" 25 years.	St. John, N.B.	- - -	Schooner, W.	100	4	M. Quigg -	G. F. Dalton, St. John, N.B.	St. John, N.B.	Boston, Mass.	Lumber -	—	N.E. 8	Spring Point Ledge, Portland, Maine, U.S.A.
13 Aug.	"Atlantic" - 38 years.	Norway -	- - -	Barque, W.	464	10	O. T. Olsen -	J. L. Ugland, Arendal, Norway.	Belfast -	Miramichi, N.B.	Ballast -	—	E. 11	Preston Beach, Miramichi Bay, New Brunswick.
13 Aug.	"Duke of Newcastle" 18 years.	Chatham, N.B.	- - -	Schooner, W.	65	4	R. R. McLean -	J. Hodd, Chatham, N.B.	Pictou, N.S. -	Chatham, N.B.	Ballast -	—	S.E. by S. 7	Off Escuminac Reef, Miramichi Bay, New Brunswick.
13 Aug.	"Europa" - - 20 years.	Norway -	- - -	Barque, W.	621	13	C. Grunde - -	J. Hansfen, Arendal, Norway.	Belfast -	Miramichi, N.B.	Ballast -	—	E. 11	North side of Miramichi Bay, New Brunswick.
15 Aug.	"Olive" - - 11 years.	Auckland, N.Z.	- - -	Schooner. W.	43	3 and 4 shore hands.	P. Petersen -	A. J. S. Gibbs, Auckland, N.Z.	Haratonga, N.Z.	Auckland, N.Z.	Ballast -	—	—	Haratonga Roadstead, Great Barrier Island, New Zealand.
16 Aug.	"Helene" - - 31 years.	Norway -	- - -	Barque, W.	266	8	J. M. Jacobson -	C. Christensen, Arendal, Norway.	Cardiff -	Trinidad -	Coal -	—	S.E. 3	Manzanilla Point, Trinidad, British West Indies.
16 Aug.	"Mary" - - Age unknown.	Georgetown, Demerara.	- - -	Schooner, W.	45	8	- - -	A. G. Clarke, Georgetown, Demerara.	Demerara -	St. Kitt's -	Shingles -	—	S.W. 9	Shipstern Point, Antigua, British West India.
20 Aug.	"Swordfish" - - 7 years.	Swansea -	(*a.*) Ll. ✠ 10 A 1. (*b.*) 9.89.	Schooner, W.	140	6 and pilot.	T. James - -	H. Hoskin, Swansea.	Port of Spain, Trinidad.	Mayaro, Trinidad.	Ballast, 1 passenger.	—	E.N.E. 1	Golden Grove, Tobago, British West Indies.
21 Aug.	"Prospero" - - 5 years.	Liverpool -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 1.91.	S.S., Steel -	250	12	J. Brown - -	South Wales and Liverpool S. S. Co., Lim., Liverpool.	Barry Dock -	Workington	Coke, 1 passenger.	—	S.W. 4	Skokham Island, Pembrokeshire.
21 Aug.	"William & Alexander." 20 years.	Sydney, N.S.W.	- - -	Ketch, W. -	58	4	D. Ravel, Sydney, N.S.W.		Newcastle, N.S.W.	Sydney, N.S.W.	Coal - -	—	S.E. 10	Terrigal, New South Wales.
22 Aug.	"Eliza" - - 24 years,	Portsmouth -	- - -	Ketch, W. -	33	2	F. Lewis - -	W. Hill, Gosport, Hampshire.	Newlyn, Cornwall.	Milford Haven.	Ballast -	—	E. 7	Dale Point, Milford Haven, Pembrokeshire.
22 Aug.	"Roma" - - 27 years.	Quebec -	(*a.*) B. Ver. II. Div. 3/3. A. 1.1. from 3.90. (*b.*) 5.91.	Barque, I. -	633	13	J. Ewing - -	C. C. Allen, Londonderry.	Bombay -	Hull -	Bone, meal, &c.	13	—	Near Grahamstown, Cape Colony.
24 Aug.	"Anglia" - - 4 years.	Glasgow -	- - -	S.S., Steel -	2,120	39	G. Mitchell -	R. Henderson, Glasgow.	Calcutta -	London -	General, 3 passengers and 5 pilots.	15 (11 crew, 3 Lascars and 1 passenger).	Variable, 4	Jellingham Channel, River Hooghly, British India.
25 Aug.	"Brandon" - - 17 years.	Limerick -	- - -	S.S., I. -	141	12	P. Macauley -	J. W. Russell, Limerick.	Seafield, co. Clare.	Bowling, River Clyde.	Kelp - -	—	N.W. 6	Straw Island, North Arran, co. Galway.
25 Aug.	"Playfair" - - 15 years,	St. John, N.B.	- - -	Schooner, W.	114	5	M. Adams, St. John, N.B.		St. John, N.B.	Boston, Mass.	Lime - -	—	E.N.E. 6	Libby Island Bar, Maine, U.S.A.
26 Aug.	"Friendship" - 9 years.	Sydney, N.S.W.	- - -	Schooner, W.	85		W. Olliver - -	The Australasian New Hebrides Co., Lim., Sydney, N.S.W.	New Hebrides.	Sydney, N.S.W.	Copra, 4 passengers.	—	S.E. 4	A reef in Grand Passage, off New Caledonia.
26 Aug.	"Modesta" - - 17 years.	Norway -	- - -	Brigantine, W.	255	8	J. Simonsen -	S. Olsen, Arendal, Norway.	Durban -	Algoa Bay -	Coal - -	—	S.E. 7	Algoa Bay, Cape Colony.

27 Aug.	"Alimadat" - - 5 years.	Native India -	- - -	Kotia, W. -	50	6	- - -	- - -	Porbandar -	Malabar -	Stones -	—	— 9	Porbandar, Kathiawar Coast, West Coast of India.
27 Aug.	"Manekprasad" - 27 years.	British India (not registered).	- - -	Padow, W.-	31	9	- - -	- - -	Broach - -	Bombay -	Mowra -	3	— 9	Near Tapti Light, Gulf of Cambay, West Coast of India.
29 Aug.	"Dalvey" - - 40 years.	Ardrossan -	- - -	Smack, W.-	23	2	J. Burns, Aird's Bay, Argyllshire.		Loch Etive -	Oban - -	Sand - -	—	N.E. 10	Loch Etive, Argyllshire.
29 Aug.	"Newfield" - 3 years.	Liverpool -	(*a.*) Ll. ✠ 100 A. 1. (*b.*) 3.91.	Barque, Iron and Steel.	1,268	26	G. G. Scott - -	G. Brownell, Liverpool.	Sharpness -	Brisbane -	Salt - -	9	—	32 miles W. of Cape Otway, Victoria.
30 Aug.	"Helen" - - 32 years.	Granton -	- - -	Yacht (schooner), W.	10	None on board.	J. Lyle - -	F. Lobnitz, Renfrew.	Moored at Gourock, River Clyde.		Ballast -	—	E. 9	Near Hunter's Quay, entrance to Holy Loch, Argyllshire.
30 Aug.	"Mary Jane" - 26 years.	Jersey - -	- - -	Ketch, W. -	78	[illegible]	S. Rumsey, Lymington, Hampshire.		Morrison's Haven, Firth of Forth.	St. Servan, France.	Coal - -	3	E. 8	Off Elie Ness, Fifeshire.
31 Aug.	"Janet S." - 23 years.	St. John, N.B.	- - -	Schooner, W.	88	5	H. Golding - -	C. H. Peters, St. John, N.B.	Boston, Mass.	St. John, N.B.	Ballast -	—	S.S.W. 6	S.W. end of Monhegan Island, U.S.A.
— Aug.	"Khiva" - - 3 years.	Lunenburg, N.S.	- - -	Brigantine, W.	240	7	A. Mailman -	T. A. Wilson, Bridgewater, N.S.	Savannah-la-Mar, Jamaica.	Camden, U.S.A.	Logwood -	—	—	15 miles N.N.W. of Arayas, Cuba.
— Aug.	"St. Joseph" - 17 years.	Quebec - -	(*a.*) B. Ver. 3/3 A. 1. 1. for 4 years from 12.90. (*b.*) 8.91.	Brigantine, W.	233	About 8	- - -	J. A. Maguire, Quebec.	Barbados -	Montreal -	Molasses -	—	—	Millevaches, River St. Lawrence, Canada.
1 Sept.	"Llangorse" - 9 years.	Cardiff - -	(*a.*) Liv. ✠ A.1.*1. in Red. (*b.*) 11.91.	S.S., I. -	1,072	21	G. Hunt - -	C. E. Stallybrass, Cardiff.	Poti, Russia -	Gibraltar for orders.	Maize -	—	W.S.W. 1	Cani Rocks, off Tunis.
3 Sept.	"Franklin Pierce" - 29 years.	Windsor, N.S.	- - -	Schooner, W.	57	3	- - -	A. Ogilvie, Kingsport, N.S.	Parrsboro', N.S.	Windsor, N.S.	Coal, 6 passengers.	—	—	Avon River Bar, Nova Scotia.
6 Sept.	"M. A. Nutter" - 11 years.	St. John, N.B.	- - -	Schooner, W.	291	8	D. Mitchell -	R. C. Elkin, St. John, N.B.	Youghal -	Glace Bay, C.B.	Ballast -	—	S.S.E. 6	Chance Cove, Newfoundland.
6 Sept.	"Padaruth" - 11 years.	Native India -	- - -	Native Craft, W.	43	8	- - -	- - -	Kurrachee -	Porbandar -	Sugar, &c. -	—	— 9	Oddar, Kathiawar Coast, West Coast of India.
6 Sept.	"Verisal" - 4 years.	Native India -	- - -	Native Craft, W.	150	13	- - -	- - -	Porbandar -	Busrah -	Ballast -	—	—	Porbandar, Kathiawar Coast, West Coast of India.
10 Sept.	"Khataopasa" - 4 years.	Native India -	- - -	Native Craft, W.	39	8	- - -	- - -	Mundra -	Cutch -	Casks and sacks.	—	—	Nora Tappoo, Gulf of Cutch, West Coast of India.
11 Sept.	"Lillian" - 6 years.	Windsor, N.S.	(*a.*) B. Ver. 3/3. A. 1. 1. for 11 years from 5.86. (*b.*) 9.92.	Barquentine, W.	395	9	- - -	R. Rose, Kempt, N.S.	Manzanilla, Cuba.	New York -	Mahogany, 1 passenger.	2 (crew).	N.W. 9	5 miles N.W. of Cape Cruz, Cuba.
12 Sept.	"Freuchny" - 17 years.	Banff - -	(*a.*) Ll. cont. ✠ 3 A 1. from 4.90. (*b.*) 9.91.	Barque, W.	324	10	V. E. Smith -	A. Hendry, Buckie, Banffshire.	Barbados -	Progreso, Yucatan.	Ballast -	—	S. by E. 5	Near Piedra Point, Isle of Pines, Cuba.
12 Sept.	"Goldenhorn" - 9 years.	Liverpool -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 12.91.	Barque, I. -	1,842	28	W. Dunn - -	W. de Wolf, Liverpool.	Newcastle, N.S.W.	San Pedro, California.	Coal - -	—	W. 5	Santa Rosa Island, California, U.S.A.
13 Sept.	"Casket" - - 23 years.	Guernsey -	(*a.*) Ll. cont. 11 A 1. from 9.85. (*b.*) 11.91.	Barque, W.	303	10	R. R. C. Tozer -	W. G. Crinks, Plymouth.	Huelva -	Wilmington, N. Ca.	Iron pyrites	—	S.S.W. 6	Frying Pan Shoals, N. Carolina, U.S.A.
13 Sept.	"Eulie" - - 19 years.	London -	(*a.*) Ll. cont. 4 A 1. from 3.91. (*b.*) 6.91.	Barque, W.	294	10	J. Collie - -	O. S. Piper, Port Talbot.	Loading at Santa Anna, Mexico.		Mahogany -	—	N.N.W. 11	Off Santa Anna Bar, Tabasco, Mexico.

(2) STRANDINGS.—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 15 Sept.	"Ephratah" - - 19 years.	Carnarvon -	(*a.*) Ll. cont. 9 A 1. from 3.86. (*b.*) 5.92.	Brig, W. -	230	8	J. Davies - -	J. Owen, Portmadoc.	Aruba, Dutch West Indies.	Gloucester -	Phosphate rock.	—	E. 4	Off Cayo Blanco, Venezuela, Caribbean Sea.
15 Sept.	"Princeport" - 9 years.	Truro, N.S. -	- - -	Schooner, W.	122	6	J. Brown - -	N. F. Marshall, Port George N.S.	Port George, N.S.	Boston, Mass.	Wood -	—	S. 6	Libby Island Bar, Maine, U.S.A.
16 Sept.	"Almandine" - 9 years.	Hull - -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 4.92.	S.S., I. -	1,183	23	R. E. Pether -	W. H. Tulley, Hull	Sunderland -	Cronstadt -	Coal - -	—	S.W. 2	Near Sommars Island Light, Gulf of Finland, Russia.
17 Sept.	"Gem" - - 29 years.	Dublin -	- - -	Trading Smack, W.	46	4	M. Quinn - -	P. Edwards, Skerries, Co. Dublin.	Fraserburgh -	Wick -	Ballast -	—	N.N.E. 7	Sinclair Bay, Caithness.
20 Sept.	"Cathrina" - - 29 years.	Germany -	- - -	Schooner, W.	69	3	H. Oldenburg, Barssel, Germany		Geestemunde	West Wemyss, Fifeshire.	Ballast -	—	S. 2	Near West Wemyss, Fifeshire.
20 Sept.	"Kaffir Chief" - 14 years.	Banff - -	(*a.*) Ll. cont. 8 A 1. from 2.90. (*b.*) 10.91.	Barquentine, W.	312	9 & pilot.	D. Evans - -	W. Kinloch, Kingston - on - Spey, Elginshire.	Cardiff - -	Fray Bentos, Uruguay.	Coal, machinery, and general.	1 (crew)	S.S.W. 12	Off Monte Video, Uruguay.
20 Sept.	"Lillian" - - 13 years.	Arichat, C.B. -	- - -	Schooner, W.	134	6	A. Boudrot -	P. Martell, Arichat, C.B.	St. John's, N.F.L.	Cow Bay, C.B.	Ballast -	—	Calm	Laun Point, near St. Lawrence, Newfoundland.
20 Sept.	"Mary C. Wilson" - 28 years.	Liverpool -	- - -	S.S., I. -	59	About 5	J. Huggins -	J. Holt, Liverpool	Old Calabar -	Qua Eboe -	General -	—	—	Qua Eboe Bar, W. Coast of Africa.
23 Sept.	"Bhawani" - - Age unknown.	British India (not registered)	- - -	Muchwa, W.	13	6	- - -	- - -	Anjanvel -	Calicut -	Paddy -	—	—	Near Asgoli, Bombay Coast, W. Coast of India.
25 Sept.	"Gretna" - - 9 years.	Glasgow -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 6.92.	Ship, I. -	1,657	29	J. Webster -	T. C. Guthrie, Glasgow.	Barry - -	Hong Kong	Coal - -	—	—	Rifleman Shoal, China Sea.
25 Sept.	"Lakmiprasad" - 29 years.	British India (not registered)	- - -	— W. -	13	6	- - -	- - -	Bombay -	Surat -	Cotton twist, &c.	—	—	Tapti River, Gulf of Cambay, W. Coast of India.
26 Sept.	"Davida" - - 11 years.	Parrsboro', N.S.	(*a.*) B.Ver. 3/3, G 1.1., for 4 years from 10.88. (*b.*) 10.88.	Schooner, W.	377	7	G. W. Newcomb, Parrsboro', N.S.		Windsor, N.S.	New York -	Plaster -	—	S. 2	E. end of Grand Manan, New Brunswick.
27 Sept.	"Rosa" - - 22 years.	S. Shields -	(*a.*) Liv. ✠ A 1 in Red 1. (*b.*) 1.91.	S.S., I. -	578	16	G. Miles - -	T. S. Blues, S. Shields.	Uleaborg, Russia.	Wisbech -	Wood -	—	S.W. 4	Storskar Reef, off Aland Islands, Russia.
28 Sept.	"Maroon" - - 37 years.	Sydney, N.S.W.	- - -	Barque, W.	362	12	J. Cummins, Sydney, N.S.W.		Chefoo - -	Olga Bay -	Ballast, 8 passengers.	—	Calm	Craigie Island, Corea.
30 Sept.	"Nautilus" - - 10 years.	Shanghai -	- - -	S.S., W. -	95	24	E. Schenkel -	Eastern Whaling Co., Lim., Yokohama.	Yokohama, for whaling		Ballast -	—	E. by S. 6	Little Shantar Island, Sea of Okhotsk, Russia in Asia.
— Sept.	"Albion" - - 47 years.	Norway -	- - -	Barque, W.	478	About 12	G. Hansen -	L. Dahl's Bo, Tonsberg, Norway.	Londonderry	Sydney, C.B.	Ballast -	—	—	South Point, Anticosti, Canada.
— Sept.	"Jenny S. Foot" - 19 years.	St. John's, N.F.L.	- - -	Schooner, W.	59	Supposed 5	- - -	W. Reid, St. John's, N.F.L.	- - -	- - -	Unknown -	Supposed 5	— 10	Trepassey, Newfoundland.

— Sept.	"Marie Dolorosa" - 10 years.	Magdalen Islands.	- - -	Schooner, W.	44	5	R. Carter, Ship Harbor, N.S.		Halifax, N.S. -	Sydney, C.B.	Ballast -	—	S.W. 10	Belfry Beach, Cape Breton.
1 Oct.	"Camiola" - - 3 years.	Newcastle-on-Tyne.	(*a.*) Ll. ✠ 100 A 1. (*b.*) 4.92.	S.S., Steel -	1,459	24	W. T. Story -	R. Chapman, Newcastle-on-Tyne.	Barry Dock -	Malta -	Coal - -	—	N.W. 4	Seven Stones, off Cornwall.
3 Oct.	"Charlotta Stringer" 36 years.	Norway -	- - -	Barque, W.	373	10	A. Taarvig -	G. Huseland, Grimstad, Norway.	Rafso, Finland	Grangemouth	Deals and Battens.	—	E.N.E. 7	6 miles W. of Dunbar, Haddingtonshire.
4 Oct.	"M. J. Foley" - 14 years.	Lunenburg, N.S.	- - -	Barquentine, W.	446	9	I. Rodenhiser, Lunenburg, N.S.		Philadelphia -	Sagua la Grande, Cuba.	Coal - -	—	E. by N. 7	11 miles E. by S. of Cay Christe, Cuba.
5 Oct.	"Caterina" - - 29 years.	Portsmouth -	- - -	Yacht (Yawl), W.	34	6	T. Serase - -	S. N. Townsend, Richmond, Surrey.	Southampton	Marseilles -	Ballast -	5	— 10	Pointe de Sablon, Beauduc Bay, Bouches-du-Rhône, France.
5 Oct.	"Maori" - - 41 years.	Londonderry	- - -	Barque, W.	656	16	A. J. Freebody -	E. C. A. Scharrer, London.	Brightlingsea	E. Coast of Africa.	General -	—	S.E. 5	Bar of Chinde River, Mozambique Channel, Portuguese East Africa.
6 Oct.	"Hopewell" - - 7 years.	St. George's, Grenada.	- - -	Sloop, W. -	12	5	G. Derrick -	J. Baker, Port of Spain, Trinidad.	Port of Spain, Trinidad.	Tobago -	General, 1 passenger.	1 (crew)	S.E. 11	Bacolet Bay, Tobago, British West Indies.
3 Oct.	"Alfred" - - 14 years.	Yarmouth, N.S.	- - -	Schooner, W.	46	12	B. Outhouse -	J. W. Outhouse, Tiverton, N.S.	Westport, N.S., for fishing.		Ballast -	—	S.W. 1	Dartmouth Point, Bryer Island, Nova Scotia.
8 Oct.	"Rambler" - 10 years.	Not registered	- - -	Fishing Lugger, W.	18	None on board.	D. Macauley, Portnaguiran, Lewis, Hebrides.		Anchored at Portnaguiran, Lewis, Hebrides.		Ballast -	—	N. 8	Portnaguiran, Lewis, Hebrides.
8 Oct.	"Rossignol" - 20 years.	Yarmouth, N.S.	(*a.*) B. Ver. 5/6. G. 1.1. for 4 years, from 12.91. (*b.*) 6.92.	Ship, W. -	1,463	18	S. G. Fulton -	R. K. Kelley, Liverpool.	Parrsboro', N.S.	Garston -	Deals -	—	W.N.W. 9	Scot's Bay, King's County, Nova Scotia.
8 Oct.	"Surprise" - - 26 years.	Inverness -	- - -	Schooner, W.	75	4	T. C. Green - -	G. Kilner, Dewsbury, Yorkshire.	Liscanor, Co. Clare.	Swansea -	Stone -	1	N.W. 5	Near Freagh Point, co. Clare.
9 Oct.	"Sirene" - - 25 years.	Norway -	- - -	Barque, W.	667	11	A. A. Gjutsen -	E. M. Olsen, Tonsberg, Norway.	Fleetwood -	Sapelo, Georgia.	Ballast -	—	W.N.W. 10	Blackpool, Lancashire.
10 Oct.	"Bokhara" - - 19 years.	Greenock -	- - -	S.S., I. -	1,697	123	C. D. Sams - -	The Peninsular and Oriental S. N. Co., London.	Shanghai -	Hong Kong	General, 22 passengers.	134 (30 crew, 84 lascars, and 20 passengers).	Hurricane	Sand Island, Pescadores, Formosa Channel, China.
10 Oct.	"Island Belle" - 21 years.	Parrsboro', N.S.	- - -	Schooner, W.	55	3	W. Gough -	R. Reed, Rockport, N.B.	Harvey, N.B.	Eastport, Maine.	Wood -	—	S.W. 7	2½ miles N.E. of Cape Enrage Light, Chignecto Bay, Nova Scotia.
10 Oct.	"Maud" - - 27 years.	Dundee -	- - -	S.S., W. -	203	37	W. F. Milne -	J. Mitchell, Dundee.	Dundee, for whaling.		Ballast -	—	E. 9	Coutts' Inlet, Davis Strait, Canada.
10 Oct.	"Night Watch" - 11 years.	Basseterre, St. Kitts.	- - -	Sloop, W. -	13	4	- - -	A. Lloyd, Anguilla, St. Kitts.	- - -	- - -	Ballast -	—	—	Anguilla, St. Kitts, British West Indies.
11 Oct.	"Hamlet" - - 21 years.	Denmark -	(*a.*) B. Ver. 5/6. G. 1.1., for 6 years, from 7.92. (*b.*) 7.92.	Brigantine, W.	156	6	L. Nielsen - -	P. Bom, Svendborg, Denmark.	Brevig -	St. Nazaire -	Ice and Spars	4	N. by W. 5	Hasborough Sand, off Norfolk.
12 Oct.	"Bertha" - - 30 years.	Denmark -	(*a.*) B. Ver. I. Div. 3/3. L. 1. 1. for 5 years from 5.91. (*b.*) 5.91.	Barque, I.	482	About 12	S. Hansen - -	H. D. J. Wagner, Hamburg.	Punta Arenas, Costa Rica.	Falmouth -	Lumber -	—	— 10	East Island, Falkland Islands.
12 Oct.	"Eliza" - - Age unknown.	Jersey -	- - -	Barquentine, W.	169	8	J. Jeune - -	P. T. Renouf, Jersey.	Rio Janeiro -	Gaspé, Canada.	Ballast -	—	E.S.E. 5	Porto Pedro Reef, Brazil.
12 Oct.	"Emily Chaplin" - 17 years.	Liverpool -	(*a.*) Ll. ✠ 100 A. 1. Liv. A 1.* 1. in red. (*b.*) 3.92.	Barque, I. -	733	16	J. Motyer - -	R. N. Smith, Liverpool.	San Antonio, Chili.	Queenstown	Wheat -	—	N.E. 4	2 miles N. of San Antonio, Chili.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 13 Oct.	"Deux Gamins" 14 years.	France	(*a.*) B. Ver. 3/8 P.1.1. for 6 years from 4.91. (*b.*) 4.91.	Lugger, W.	54	4	F. E. L. Vivier	A. Masson, ainé, Noirmoutiers.	Noirmoutiers, Vendée, France.	Lannion, Côtes du Nord, France	Cement	4	E. 9	Off Bordeaux Harbour, Guernsey, Channel Islands.
14 Oct.	"Albert" 17 years.	Russia	—	Barque, W.	419	10	L. Sjölund	K. E. Bjork, Foglö, Finland.	Simö, Russia	Grimsby	Deals, &c.	—	E. by N. 7	Sand Haile Bank, Lincolnshire.
14 Oct.	"Australia" 19 years.	Grimsby	—	Ketch, W.	72	5	C. Haynes	J. Meadows, Grimsby.	Grimsby, for fishing.		Ballast	—	E.N.E. 10	2 miles N. of Aldborough Coastguard Station, Yorkshire.
14 Oct.	"Como" New.	Lunenberg, N.S.	—	Schooner, W.	46	4	J. Crouse	T. S. Wilson, Bridgewater, N.S.	Halifax, N.S.	La Have, N.S.	Ballast, 1 passenger.	—	W.S.W. 1	Gaff Point, La Have, Nova Scotia.
14 Oct.	"Isabella" 28 years.	London	—	Schooner, W.	80	4	W. Smith	I. Jackson, Goole	London	Hull	Petroleum	—	N.E. 7	Lowestoft, Suffolk.
14 Oct.	"Nio" 39 years.	Whitby	—	Brig, W.	172	6	J. Avitt	I. Mills, Robin Hood's Bay, Yorkshire.	Hartlepool	London	Coal	—	E. by N. 7	Saltfleet, Lincolnshire.
14 Oct.	"Rensche" 20 years.	Germany	(*a.*) B. Ver. 5/6 G1.1. for 4 years from 8.91. (*b.*) 8.91.	Schooner, W.	107	5	J. H. de Buhr, Papenburg, Germany.		Harburg	King's Lynn	Linseed	—	E. 7	Thornham, Norfolk.
14 Oct.	"St. Michael" Age unknown.	Not registered	—	Schooner, W.	8	3	O. Hansen	A. Larsen, Mackay, Queensland.	Mackay, Queensland.	Cabbage Tree Creek, Queensland	General	—	N.W. 11	Round Top Island, Queensland.
16 Oct.	"Janus" 9 years.	Grangemouth	(*a.*) Ll. ✠ 100 A 1. (*b.*) 3.92.	S.S., Steel	669	18	H. M. Dobson	J. Kish, Sunderland.	Voekkro, Norway.	Honfleur	Deals, battens, and boards.	—	E.N.E. 8	Hasborough Sand, off Norfolk.
16 Oct.	"Vigilant" 42 years.	Montrose	—	Schooner, W.	99	4	R. Mitchell	W. Burgess, Montrose.	Hull	Montrose	Oil cake	—	E. 9	Saltburn-by-the-Sea, Yorkshire.
25 Oct.	"James Taylor" 11 years.	Preston	—	Schooner, W.	98	4	W. B. Iddon	J. Taylor, Lathom, near Ormskirk, Lancashire.	Abbeville, France.	Ipswich	Phosphate of lime.	—	Squally	Kentish Knock, off Essex.
26 Oct.	"Annie" 25 years.	Liverpool	(*a.*) Ll. ✠ A 1. in Red S.S. 90, 6 years. (*b.*) 4.90.	Schooner, W.	99	6	H. Evans	T. W. Tate, Liverpool.	Port Dinorwic	Dundee	Slates	6	S.S.E. 10	Killard Point, Co. Down.
26 Oct.	"Toboggan" 2 years.	Yarmouth, N.S.	(*a.*) B. Ver. 3/3L.1.1. for 12 years from 10.90. (*b.*) 10.90.	Barquentine, W.	676	11	B. D. Porter	H. B. Cann, Yarmouth, N.S.	Philadelphia	Sagua la Grande, Cuba.	Coal, railway cars, & trucks.	—	N.E. 2	Cay Fragoso, Cuba.
27 Oct.	"Ada and Alice" 29 years.	Aberystwith	—	Schooner, W.	49	3	W. Thomas	Mrs. C. Thomas, Aberystwith.	Port Dinorwic	Peel, Isle of Man.	Slates	—	S.E. 9	Cemlyn, Anglesey.
27 Oct.	"Arequipa" 30 years.	France	(*a.*) Ll. ✠ *⩓ 1. (*b.*) 9.92.	Barque, I.	441	12	H. Le Baron	Vaux and Son, Nantes.	Bordeaux	Cardiff	Pit props	—	S.S.W. 9	1 mile S.E. of St. Govan's Head, Pembrokeshire.
27 Oct.	"Earl of Windsor" 19 years.	N. Shields	—	Steam Trawler, W.	10	7	J. Maddison	W. Foreman, S. Shields.	N. Shields, for fishing.		Ballast	—	S.S.E. 7	Entrance to Amble Harbour, Northumberland.
27 Oct.	"Stretton" 25 years.	Not registered	—	Dandy. W.	7	4	W. Jones, Aberystwith.		Aberystwith, for fishing.		Ballast	—	S.S.E. 9	Castle Rocks, Aberystwith, Cardiganshire.

28 Oct.	"Helen M. Crosby" 27 years.	Port Hawkesbury, N.S.	- - -	Schooner, W.	54	3	J. W. Cruickshank, Port Richmond, N.S.		Port Hawkesbury, N.S.	Pugwash, N.S.	Ballast -	—	E. 6	Cape John Head, Nova Scotia.
28 Oct.	"Roumania" 11 years.	Glasgow -	- - -	S.S., I. -	2,207	70	W. S. Young -	R. Henderson, Glasgow.	Liverpool -	Bombay -	General, 46 passengers.	107 (18 crew, 45 Lascars, and 44 passengers).	S.W. 10	Near Peniche, Portugal.
29 Oct.	"Silver Spray" - 8 years.	St. George's, Grenada.	- - -	Sloop, W. -	12	4	N. Joseph - -	W. McK. Steele, St. John's, Grenada.	Requin Bay, Grenada.	Corinth Bay, Grenada.	Lumber, &c.	—	E. 7	Requin, Grenada, British West Indies.
29 Oct.	"Triple" - - 1 year.	Montego Bay, Jamaica.	- - -	Sloop, W. -	15	3	R. Humphries -	L. Clarke, Montego Bay, Jamaica.	Port Morant, Jamaica.	Manchioneal, Jamaica.	Cocoa nuts -	—	N., Squally.	Foul Bay, Jamaica.
30 Oct.	"Japanese" 14 years.	London -	(*a.*) Ll. ✠100 A 1. (*b.*) 8.91.	S.S., I. -	1,148	23	A. J. Reid - -	T. V. S. Angier, London.	Cronstadt -	Riga - -	Ballast -	—	S. 2	Odensholme Island, Gulf of Finland, Russia.
1 Nov.	"Hadassah" - - 34 years.	Glasgow -	- - -	Yacht (Schooner), W.	[redacted]	4	- - -	The Governor of the Falkland Islands.	Stanley, F. I.	- - -	Ballast -	—	S.S.W. 7	Stanley, Falkland Islands.
2 Nov.	"Adelaide" - - 26 years.	Goole - -	(*a.*) B.Ver.3/3. G.1.1. for 7 years from 1.92. (*b.*) 1.92.	Schooner, W.	100	5	W. Pollock -	G. Kilner, Thornhill Lees, Yorkshire.	Goole - -	Plymouth -	Coal -	—	N.W. 1	Goodwin Sand, off Kent.
2 Nov.	"Miriam" - - 21 years.	St. John's, N.F.L.	- - -	Brigantine, W.	127	7	J. Jackman -	A. Goodridge, St. John's, N.F.L.	Trapani, Sicily	St. John's, N.F.L.	Salt - -	—	— 1	Balata Rock, near Trapani, Sicily.
4 Nov.	"Florentina" 25 years.	Turk's Island	- - -	Schooner, W.	37	7	D. T. Malcome -	S. Malcome, Turk's Island.	Turk's Island	Montego Bay, Jamaica.	Salt, 6 passenger.	—	E. 9	Leo Reef, Jamaica.
4 Nov.	"Jane Sinclair" - 12 years.	Not registered	- - -	Fishing Lugger, W.	18	None on board.	D. MacRae -	J. Mackenzie, Stornoway.	Moored at Goat Island, Stornoway.		Ballast -	—	S.W. 7	Goat Island, Stornoway, Hebrides.
5 Nov.	"Flora McLeod" - 16 years.	St. John, N.B.	- - -	Schooner, W.	48	5	E. Tower, Rockport, N.B.		St. Stephen, N.B.	St. John, N.B.	Ballast -	—	Calm	Mowhawk Ledges, Charlotte co., New Brunswick.
8 Nov.	"Russia" - - 40 years.	Austria -	- - -	Ship, I. -	1,547	20	G. Haggia -	G. Bruilli, Orebich, Austria.	St. John, N.B.	Cardiff -	Deals and hay.	—	S.E. 2	Entrance to Roath Basin, Cardiff, Glamorganshire.
10 Nov.	"Arbutus" - 3 years.	Liverpool, N.S.	- - -	Schooner, W.	79	5	S. Wolfe - -	C. McLeod, Liverpool, N.S.	Sydney, C.B. -	Annapolis, N.S.	Coal - -	1	S.E. 9	Old Proprietor Shoals, Maine, U.S.A.
10 Nov.	"Burpee C." 9 years.	St. John, N.B.	- - -	Schooner, W.	57	3	H. G. McDougal, St. George, N.B.		St. George, N.B.	Rockland, Maine.	Kiln wood -	—	E.S.E. 8	Mount Desert, Maine, U.S.A.
10 Nov.	"Charles Purves" - 21 years.	U. S. A. - -	- - -	Brigantine, W.	522	9	E. Small - -	C. Purves & Co., Philadelphia.	Philadelphia -	Cienfuegos, Cuba.	Coal - -	—	S.W. —	Little Inagua, Bahamas.
10 Nov.	"Georgie Harold" - 8 years.	Barrington, N.S.	- - -	Schooner, W.	94	5	Z. Nickerson -	W. H. Wilson, Barrington, N. S.	Canso, N.S. -	Souris, P.E.I.	Ballast -	—	S.E. 11	Souris Breakwater, Prince Edward Island.
10 Nov.	"Victory" - - 13 years.	Not registered	- - -	Smack, W. -	20	4	W. Dalziel -	G. Johnston, Bixter, Shetland Isles.	Bixter, Shetland Isles.	Scalloway, Shetland Isles.	General, 1 passenger.	—	S. 2	Off Reawick, Shetland Isles.
11 Nov.	"Constance" - 21 years.	Antigua -	- - -	Sloop, W. -	24	7	C. Harris - -	W. Cowry and J. Hopkins, Barbuda.	St. Kitt's -	Antigua -	Ballast -	—	S. 10	St. Kitt's, British West Indies.
11 Nov.	"Wellington" - 8 years.	Sydney, N.S.W.	- - -	S.S., I. -	110	10	S. Boulden -	North Coast Steam Navigation Co., Lim., Sydney, N.S.W.	Nambuccra, N.S.W.	Sydney, N.S.W.	General, 4 passengers.	—	S.W. 6	Rocks off Nambuccra Bar, New South Wales.
17 Nov.	"Ida" - - 31 years.	Sweden -	(*a.*) B. Ver. I. Div. 3/3. L. 1. 1. from 10.91. (*b.*) 10.91.	Barque, I. -	627	13 and pilot.	O. Petersen -	C. A. Banck, Helsingborg, Sweden.	Green Island	Granville, France.	Guano -	—	N.E. 4	Couché Reef, Guernsey, Channel Islands.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 17 Nov.	"O'Connell" 20 years.	Not registered	- - -	Hooker, W.	26	2	C. McDohough	T. McDonough, Galway.	Kinvarra, co. Galway.	Galway	Barley	—	S. 5	Kilcolgan Point, Galway Bay.
19 Nov.	"Vanquish" 3 years.	Aberystwith	- - -	Cutter, W.	11	2	J. Jones, Barmouth.		Barmouth	Douglas, Isle of Man.	Dynamite detonators, 1 passenger.	—	S.E. 7	Horse Point, Great Copeland Island co. Down.
20 Nov.	"Ibex" 12 years.	London	(*a.*) Ll. ✠ 100 A 1. (*b.*) 2.92.	S.S., I.	834	18	J. Howrie	G. Jackson, London	Stettin	Sundswall	Flour	—	N.W. 7	Near Soderhamn Lighthouse, Sweden.
21 Nov.	"Mercator" 25 years.	Norway	- - -	Barque, W.	427	10	A. B. Danielsen	L. Larsen, Sunde, & Co., Farsund, Norway.	Anotto Bay, Jamaica.	London	Logwood Roots.	—	N.N.E. 10	Annotto Bay, Jamaica.
23 Nov.	"Julia" 16 years.	Fremantle, W. A.	- - -	Schooner, W.	21	5	H. Brett	A. W. Anderson, Rocbourne, W. A.	Condon Creek, W. A.	Cossack, W. A.	General	—	S.S.W. 2	Near Condon Creek, Western Australia.
24 Nov.	"Claymore" 9 years.	Whitby	(*a.*) Ll. ✠ 100 A 1. (*b.*) 5.92.	S.S., I.	1,064	20	A. Russell	J. Rowland and C. Marwood, Whitby.	Leisk, Russia	Sharpness	Barley	—	E. 2	Nash Sand, Glamorganshire.
24 Nov.	"Daniel Webster" 39 years.	Shanghai	- - -	Pilot Schooner, W.	62	6	J. Flood, Shanghai.		Shanghai, for cruizing.		Ballast	—	N.W. 9	House Island, Lower Yangtze River, China.
24 Nov.	"Musgrave" 21 years.	Grangemouth	(*a.*) Ll. ✠ 90 A 1. (*b.*) 11.91.	S.S., I.	136	9	D. Jones	T. Harries, Swansea.	Briton Ferry	Dundalk	Coal	—	S.E. 6	Upper Sledge or Uchaf Rock, near Penclegyr Point, Pembrokeshire.
25 Nov.	"Cardigan" 6 years.	St. John's, N.F.L.	- - -	Schooner, W.	74	About 5	- - -	J. Ryan, Bonavista Bay, N.F.L.	Quebec	King's Cove, N.F.L.	Provisions	—	—	Current Island, Newfoundland.
25 Nov.	"Drewton" 19 years.	Hull	(*a.*) Liv. ✠ A 1. 1. in Red. (*b.*) 2.92.	S.S., I.	895	17 & 7 labourers.	J. Bammant	W. A. Massey, Hull.	Cardiff	Jaffa	Coal	—	S.W. 6	Jaffa Roadstead, Turkey in Asia.
26 Nov.	"Dawn of Day" 1 year.	Lowestoft	- - -	Dandy, W.	35	9	E. T. Capps	W. J. Turrell, Lowestoft.	Lowestoft, for fishing.		Ballast	—	S. by E. 4	Hasborough Sand, off Norfolk.
27 Nov.	"Emma Marr" 15 years.	St. John, N.B.	(*a.*) B. Ver. 3/3, A 1. 1. for 5 years from 12.89. (*b.*) 1.90.	Barque, W.	799	12	J. McDonald	F. Tufts, St. John, N.B.	Little Glace Bay, C.B.	St. John, N.B.	Coal, 3 passenger.	—	N.E. by N. 5	10 miles N.W. of Seal Islands, off Yarmouth, Nova Scotia.
27 Nov.	"Sir Francis Drake" 4 years.	Plymouth	(*a.*) Ll. ✠ 100 A 1. (*b.*) 6.92.	S.S., Steel	1,119	22	T. S. Lesley	R. B. Triplett and E. D. Pearse, Plymouth.	Marseilles	Constantinople.	Ballast	—	E.S.E. 10	Near Cape St. Elia, Cervi Channel, Greece.
29 Nov.	"Greystoke" 7 years.	W. Hartlepool	(*a.*) Ll. ✠ 100 A 1. (*b.*) 1.92.	S.S., I.	1,358	23	R. T. Davies	R. Ropner, W. Hartlepool.	Odessa	Hamburg	Grain	23	W.S.W. 5	Gross Vogel Sand, mouth of River Elbe, Germany.
30 Nov.	"Kate Harding" 23 years.	Quebec	- - -	Barque, W.	714	10	W. Perry	Mrs. H. L. Maguire, Quebec.	Barbados	Portland, Maine.	Ballast	—	N.E. 11	Near Highland Light, Massachusetts, U.S.A.
— Nov.	"Ericsson" 40 years.	U.S.A.	- - -	Ship, W.	1,568	About 20	G. Plummer, San Francisc		San Francisco	Nanaimo	Ballast	—	—	Cape Beal, British Columbia.
2 Dec.	"Ethel Emmerson" 10 years.	Dorchester, N.B.	- - -	Schooner, W.	177	6	L. Tower	W. Hickman, Dorchester, N.B.	New York	Sackville, N.B.	Moulding Sand.	—	N.W. by N. 4	Pollock Rip, Nantucket Shoal, U.S.A.

3 Dec.	"Ramprasad" - 22 years.	British India (Not registered).	- - -	— W	27	8	- - -	- - -	Bombay -	Bhavnagar -	Copra Oil, &c.	—	—	4 miles off Wazira Light, Gulf of Cambay, West Coast of India.
3 Dec.	"Sandfly" - 21 years.	Sydney, N.S.W.	- - -	Schooner, W.	76	5	W. Kirkpatrick, Balmain, N.S.W.		Sydney, N.S.W., for trading in the Solomon Islands.		Copra and Ivory Nuts.	—	Calm	St. Christoval, Solomon Islands.
4 Dec.	"James Wotherspoon" 3 years.	Parrsboro', N.S.	- - -	Schooner, W.	268	7	E. H. Darling -	T. P. Ball & Co., New York.	New York -	Port Limon, Costa Rica.	General -	—	N.E. 6	Courtown Reef, off Nicaragua.
6 Dec.	"India" - - 30 years.	Norway -	- - -	Barque, W.	1,216	18	J. M. Toft - -	Aktieselskabet, "India," Lillesand.	Barrow -	Mobile -	Ballast -	18	N.N.W. 6	Burbo Bank, Liverpool Bay.
6 Dec.	"Silver Cloud" - 19 years.	Jersey - -	(*a.*) Ll. cont. ✠ 8 A 1. from 10.83. (*b.*) 6.92.	Schooner, W.	70	5 and pilot.	M. Davey - -	J. M. Cantell, Jersey.	Gallipoli - -	Gioja - -	Oil and empty casks.	—	W. 12	St. Vanere, near Pizzo, Italy.
7 Dec.	"William Thompson" 20 years.	Belfast - -	- - -	Steam Tug, I.	12	5	D. Williams -	A. E. Hill, Bristol	Liverpool -	Milford -	Ballast -	—	N. 2	Puffin Island, Anglesey.
8 Dec.	"Otto and Ella" - 16 years.	Germany -	(*a.*) B. Ver. 3/3, G. 1. 1. for 6 years from 5.91. (*b.*) 5.91.	Schooner, W.	75	4	F. Stoewer, Rugen Island, Germany		Fareham, Hampshire.	Kirkcaldy -	Whiting -	—	E.N.E. 5	3 miles N. of Scarborough, Yorkshire.
9 Dec.	"Dilsberg" - - 10 years.	Glasgow -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 5.92.	S.S., Steel -	967	21	J. Andrews -	W. H. Raeburn, Glasgow.	Middlesbro' -	Civita Vecchia.	Pig Iron -	7	N.N.W. 8	Long Sand, Essex.
9 Dec.	"Duke" - - 44 years.	Runcorn -	- - -	Schooner, W.	55	3	W. Morgan - -	W. Darragh, Wicklow.	Point of Air, Flintshire.	Cardigan -	Coal -	—	N. 9	Cardigan Bar, Cardiganshire.
9 Dec.	"James and Mary" 37 years.	Dublin -	- - -	Schooner, W.	59	4	J. Conway - -	A. Doolittle, Wicklow.	Preston -	Wicklow -	Coal, 4 passengers.	—	N. 7	Puffin Island Anglesey.
9 Dec.	"Jane" - - 21 years.	Cardiff - -	- - -	Sloop, W. -	47	3	C. Butler - -	C. Hill, Bristol -	Bristol - -	Lydney -	Ballast -	—	N.E. 7	English Stones, Bristol Channel.
9 Dec	"Lady of the Lake" 12 years.	Not registered	- - -	Fishing Lugger, W.	4	4	G. Bishop - -	J. H. Howell, Brighton.	Newhaven -	Eastbourne	Ballast -	—	S.W. 8	2 miles E. of Eastbourne, Sussex.
10 Dec.	"Ann" - - 26 years.	Chester -	- - -	Schooner, W.	67	4	W. Chegwidden -	A. Jenkin, Newquay, Cornwall.	Irvine - -	Newquay, Cornwall.	Coal -	—	W.S.W. 7	Near Penmon Lighthouse, Anglesey.
10 Dec.	"Mistletoe" - 14 years.	Shoreham -	- - -	Steam Tug, W.	8	4	W. Brazier, Southwick, Sussex -		Newhaven -	Shoreham -	Ballast, 1 passenger.	—	S.W. 7	Shoreham Harbour Bar, Sussex.
14 Dec.	"Lily and May" - 2 years.	Cardiff - -	- - -	Pilot Cutter, W.	19	3	D. Francis, Cardiff - -		Cardiff, seeking.		Ballast -	—	W. 4	Barry Island, Bristol Channel.
14 Dec.	"Lurline" - - 22 years.	Salcombe -	- - -	Brigantine, W.	189	6	A. Kingwell - -	W. R. Beer, Kingsbridge, Devonshire.	Hull - - -	Alderney -	Coal - -	—	W.S.W. 2	Middle Scroby Sand, off Norfolk.
16 Dec.	"Fanny" - - 28 years.	Runcorn -	- - -	Flat, W. -	41	[illegible]	H. Forsman -	W. Reney, Connah's Quay, Flintshire.	Connah's Quay	Mostyn Deeps.	Coal - -	—	S.E. 2	Near Connah's Quay, Flintshire.
16 Dec.	"Guy Mannering" 15 years.	Glasgow -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 6.92.	Barque, I. -	807	18	G. D. Rutherford	J. Dickie, Irvine.	S. Shields -	Callao	Coal, Coke, and Bricks, 2 passengers.	—	N.E. 2	Penguin Rocks, Staten Island, Chili.
16 Dec.	"Mary" - - Age unknown	Montrose -	- - -	Schooner, W.	110	5	M. Christie - -	J. Mitchell, Montrose.	Shields -	Stornoway -	Coal - -	—	S.W. 8	Stroma Skerries, Caithness.
17 Dec.	"Birling" - - 19 years.	Swansea -	(*a.*) Ll. ✠ 90 A 1. (*b.*) 9.92.	S.S., I. -	166	10	W. Maddrell -	O. L. Harries, Swansea.	Cardiff - -	St. Brieux -	Coal - -	—	S.W. 4	St. Brieux Bay, France.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 18 Dec.	"Emily Miller" 17 years.	Levuka, Fiji	- - -	Trading Ketch, W.	28	5	B. Sassen	J. Robertson, Fiji	Anchored at Muadule, Kadavu, Fiji.		Ballast	—	E. 12	Muadule, Kadavu, Fiji.
18 Dec.	"Jane" 52 years.	Lowestoft	- - -	Schooner, W.	94	5	W. B. Fox	Mrs. H. Fox, Great Yarmouth.	Goole	Leith	Alum, 1 passenger.	—	W.N.W. 9	Eyebroughy Rocks, 3 miles W. of Fidra Island, Firth of Forth.
20 Dec.	"Crown of Austria" New.	Liverpool	(*a.*) Ll. ✠ 100 A 1. (*b.*) 6.92.	Barque, Steel	2,993	41	T. J. Greenbank	J. B. Cruikshank, Liverpool.	Rio Janeiro	New York	Ballast	—	E.S.E.	About 46 miles S. of Cape Agostinho, Brazil.
20 Dec.	"Magellan" 10 years.	St. John, N.B.	- - -	Schooner, W.	198	6	A. G. Dixon	F. W. Sumner, Moncton, N.B.	Newport News, Virginia.	Halifax, N.S.	Coal	1	N.E. 8	Sand Shoal, Hog's Island, Virginia, U.S.A.
20 Dec.	"Nubian" 16 years.	Southampton	(*a.*) Ll. ✠ 100 A 1. (*b.*) 2.91.	S.S., I.	1,996	98	G. M. Molony	The Union S. S. Co., Lim., London.	Southampton	Cape Town	General and mails, 95 passengers.	—	Variable 2	Near Fort Belem, River Tagus, Portugal.
21 Dec.	"Gold Hunter" 25 years.	Annapolis, N.S.	- - -	Schooner, W.	105	6	J. E. Rawding	S. Potter, Clementsport, N.S.	Clementsport, N.S.	Boston, Mass.	Wood	—	N.W. 10	Boon Island Ledge, Maine, U.S.A.
21 Dec.	"Sarah" 3 years.	Auckland, N.Z.	- - -	Cutter, W.	20	2	A. McLeod	A. Henderson, Auckland, N.Z.	Marsden Point, N.Z.	Whanganaki, N.Z.	General	—	N. —	Hen and Chickens Islets, near Bream Head, New Zealand.
22 Dec.	"Mary Ella Mallett" 9 years.	Weymouth, N.S.	- - -	Brigantine, W.	176	15	J. W. Baxter	H. S. Mallett, Gilbert's Cove, N.S.	Boston, Mass.	Fayal, Azores	Lumber, flour, and kerosine, 19 passengers.	—	W.S.W. 6	Aguas, Angra Bay, Azores.
22 Dec.	"Queen" 22 years.	N. Shields	- - -	Steam Tug, W.	9	4	J. C. Carey	W. B. Wiley, N. Shields.	N. Shields	Berwick	Ballast	—	S. 2	Crumstone Rock, near the Longstone, off Northumberland.
23 Dec.	"E. J. Glass" 30 years.	St. Andrews, N.B.	- - -	Schooner, W.	30	2	C. Newcomb	G. Newcomb, Parrsboro, N.S.	Parrsboro, N.S.	Canning, N.S.	Ballast, 5 passengers.	—	W.S.W. 9	Near Cheverie, Nova Scotia.
23 Dec.	"Spray" 18 years.	Dublin	- - -	Schooner, W.	71	4	R. Kearon, Arklow.		Cardiff	Arklow	Coal	1	S.E. 9	Near Mizen Head, co. Wicklow.
24 Dec.	"Golden Light" 19 years.	Bridgetown, Barbados.	- - -	Schooner, W.	24	6	J. S. Bishop	W. G. Archer, Barbados.	Castries, St. Lucia.	Barbados	Firewood, 1 passenger.	—	E. 4	Praslin, St. Lucia, British West Indies.
24 Dec.	"Verdandi" 21 years.	Sweden	(*a.*) Ll. ✠ 90 A 1. (*b.*) 5.92.	S.S., I.	732	18	C. G. Svensson	A. O. Anderson, Gothenburg, Sweden.	Gothenburg	The Tyne	Pit props & sleepers.	—	W. 3	Lyne Sands, 2 miles N. of Newbiggin Point, Northumberland.
25 Dec.	"Trio" 25 years.	Norway	(*a.*) B. Ver. 5/6. A. 1. 1. for 5 years from 10.92. (*b.*) 10.92.	Brig, W.	277	8	H. Hendriksen	H. Dahl, Risoer, Norway.	Cardiff	St. Catherina, Brazil.	Coal	—	S.E. 7	Crow Rock, near Crow Head, co. Cork.
27 Dec.	"London" 29 years.	Dundee	(*a.*) Ll. ✠ * ⩓ 1. (*b.*) 5.92.	Barque, I.	1,115	18	D. S. Ewan	C. Barrie, Dundee	Pensacola	Rio Janeiro	Deals	—	N.W. 6	About 10 miles N.E. of Rebecca Light, Gulf of Florida, U.S.A.
30 Dec.	"Gannett" 11 years.	Not registered	- - -	Lugger, W.	8	2	T. Brown, Newhaven.		Lying near Newhaven, waiting to collect boulders.		Ballast	—	E.S.E. 5	Near Newhaven, Sussex.
31 Dec.	"Queen of the Isles" 25 years.	Aberdeen	(*a.*) Ll. ✠ A 1 in Red. S.S. 88, 7 years. (*b.*) 8.91.	Barquentine, W.	149	6	W. Sleeman	W. Rosevear, Pentuan, Cornwall.	Hull	Salcombe	Coal	—	S.E. 7	Salcombe, Devonshire.

— Dec.	"Bridget Ann" - 12 years.	Port Hawkesbury, N.S.	- - -	Schooner, W.	32	About 3	- - -	W. Lawrence, Margaree, N.S.	- - -	- - -	Unknown -	—	—	Sable Island, Nova Scotia.
— Dec.	"Willie Craig" - 11 years.	Halifax, N.S. -	- - -	Schooner, W.	48	About 3	- - -	E. Dauphinée, Halifax, N.S.	Cape Breton -	Halifax, N.S.	Unknown -	—	—	Little Harbor, near Ship Harbor, Nova Scotia.
1893. 2 Jan.	"Carnarvonshire" - 27 years.	Goole - -	(*a.*) Ll. Cont. 6 A 1. from 3.89. (*b.*) 2.91.	Barquentine, W.	365	11	F. C. Johansen -	G. B. Wadsworth, junior, Goole.	Cardiff -	Para - -	Coal -	—	E. 5	Near Atalaia Point, Brazil.
2 Jan.	"Luchana" - - 21 years.	Glasgow -	(*a.*) Ll. ✠ 90 A 1. (*b.*) 3.92.	S.S., I. -	394	16	T. Gibson - -	J. Donald, Glasgow.	Glasgow -	Bayonne -	Bricks, machinery, &c.	—	Squally.	Near Cape La Hague, France.
4 Jan.	"Peerless" - - 20 years.	Sydney, N.S.W.	- - -	Brigantine, W.	281	9	A. M. Andresen,	Sydney, N.S.W.	Newcastle, N.S.W.	Noumea, New Caledonia.	Coal -	—	Calm.	A reef near the entrance to the Bulari Passage, New Caledonia.
4 Jan.	"Sunbeam" - - 17 years.	Halifax, N.S. -	- - -	Trading Schooner, W.	70	5	T. Owen - -	J. S. Evitt, Bay of Islands, Newfoundland.	Bay of Islands, Newfoundland.	Halifax, N.S.	Fish - -	—	— 10	Bay of Islands, Newfoundland.
6 Jan.	"Notilus" - - 8 years.	Windsor, N.S.	- - -	Schooner, W.	11	2	- - -	R. E. Morris, Advocate, N. S.	Chipman's Brook, N.S.	Apple River, N.S.	Ballast -	1	N.E. 9	Refugee Cove, near Cape Chignecto, Nova Scotia.
7 Jan.	"Caroline" - - 11 years.	Lowestoft -	- - -	Dandy, W. -	52	5	G. J. Linder -	G. Lang, Lowestoft.	Lowestoft, for fishing.		Ballast, 1 passenger.	—	E.S.E. 4	Sizewell Beach, Suffolk.
7 Jan.	"Christina" - - Age unknown.	Not registered	- - -	Trading Smack, W.	10	2	P. Campbell -	J. Campbell, Rothesay, Buteshire.	Rothesay -	Greenock -	Ballast, 1 passenger.	—	E. 6	Near Greenock, River Clyde.
7 Jan.	"Wicklow" - - 10 years.	Sunderland -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 3.92.	S.S., I. -	1,913	36	J. Johnson - -	R. M. Hudson, junior, Sunderland.	Buenos Ayres and Rio Janeiro.	Dunkirk -	Maize and wool.	—	E.S.E. 4	Near Walde Lighthouse, France.
10 Jan.	"Hattie" - - 29 years.	St. Andrew's, N.B.	- - -	Schooner, W.	10	3	C. Harkins - -	Mrs. A. Harkins, Dipper Harbour, N.B.	St. John, N.B., for fishing.		Ballast -	—	E. 7	Duck Cove, about 23 miles W. of St. John, New Brunswick.
14 Jan.	"Annie" - - 19 years.	Greenock	- - -	Brigantine, W.	175	6	J. McCurdy - -	A. McConaig, Ballycastle, co. Antrim.	Limerick -	The Bristol Channel.	Oats - -	—	N. 9	Broadhaven, co. Mayo.
14 Jan.	"Sarah Elizabeth" 20 years.	Chester - -	- - -	Schooner, W.	130	5	W. G. Williams -	W. Williams, Caerwys, Flintshire.	London -	Preston -	Whiting -	—	N.N.E. 9	Goodwin Sands, Kent.
15 Jan.	"Carolina" - - 25 years.	Not registered	- - -	Felucca, W.	17	4	J. Acosta - -	A. Danino, Gibraltar.	Gibraltar -	Tetuan, Morocco.	General -	—	N. 9	Near Tetuan, Morocco.
15 Jan.	"William Parker" - 53 years.	Ipswich -	- - -	Brigantine, W.	120	5	J. H. Roope -	J. Roope, Lowestoft.	N. Shields -	Lowestoft -	Coal - -	—	N.E. 6	Lowestoft South Pierhead, Suffolk.
17 Jan.	"Highlander" - 5 years.	Port Hawkesbury, N.S.	- - -	Schooner, W.	170	9	A. J. Morrison -	D. A. Morrison, Port Hawkesbury, N.S.	Santa Cruz, Cuba.	New York -	Mahogany -	—	N.E. 2	Between Cape Antonio and Colonial Reef, Cuba.
17 Jan.	"Jessie" - - 14 year.	Auckland, N.Z.	- - -	Barquentine, W.	247	8	T. Mahon - -	J. Ruxton, Christchurch, N.Z.	Auckland, N.Z.	The Chesterfield Group.	Ballast -	—	S.E. 12	Long Island, Chesterfield Group, Coral Sea.
17 Jan.	"Thracia" - - 1 year.	Whitby -	(*a.*) Ll. ✠ 100, A 1. (*b.*) 12.92.	S.S., Steel -	1,944	27	W. H. Thomas -	International Line Steamship Co., Lim., Whitby.	Batoum - -	Calcutta -	Petroleum -	—	— 2	Rabbit Island, near Tenedos, Turkey.
19 Jan.	"Niemen" - - 28 years.	France - -	- - -	S.S., I. -	891	105	— Vilette - -	Messageries Maritimes, Paris.	Calcutta -	Colombo -	General, 33 passengers.	1 (passenger).	—	Foul Point, Ceylon.
21 Jan.	"Darcy Pratt" - 17 years.	Auckland, N.Z.	- - -	Brigantine, W.	149	8	T. Cogar - -	A. J. S. Gibbs, Devonport, N.Z.	Rockhampton, Queensland.	Auckland, N.Z.	Bones and bonedust.	—	S.E. 5	Polmaise Reef, Queensland.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1893. 21 Jan.	"Michigan" 5 years.	U.S.A.	- - -	S.S., W.	468	About 15	S. F. Graves	W. L. Colville, Astoria, Oregon.	San Francisco	Puget Sound	General	—	—	30 miles N. of Bonilla Point, Vancouver Island.
22 Jan.	"Tweed" 4 years.	Sydney, N.S.W.	- - -	S.S., I.	185	14	H. French	G. W. Nicoll, Sydney, N.S.W.	Sydney, N.S.W.	Tweed River, N.S.W.	General, 26 passengers.	—	E.N.E. 6	Byron Bay, New South Wales.
23 Jan.	"Energy" 18 years.	Grimsby	- - -	Dandy, W.	36	7	I. Rogers	J. Murrell, Grimsby.	Lowestoft, for fishing		Ballast	—	N.N.W. 6	South end of Caistor Spit, Norfolk.
24 Jan.	"Aid" 8 years.	Barbados	- - -	Schooner, W.	34	6	J. T. Pollard, Bridgetown, Barbados		Castries, St. Lucia.	Barbados	Firewood	—	— 9	Praslin, St. Lucia, British West Indies.
24 Jan.	"Muriel" 13 years.	Middlesbro'	(*a.*) Ll. ✠ 100 A 1. (*b.*) 6.92.	S.S., I.	885	21	W. Truefitt	C. Howard, London.	Barcelona	MonteVideo and Buenos Ayres.	General, 2 passengers.	—	S. 8	Lobos Reef, Maldonado, Uruguay.
24 Jan.	"Rachel Harrison" 37 years.	Newport, Mon.	- - -	Schooner, I.	88	4	C. Marshall	D. Jones, Newport, Mon.	Youghal	Southampton	Oats	—	W. 4	Warden Ledge, Solent. Afterwards run ashore at Pennington Spit, Isle of Wight.
25 Jan.	"C. H. Tupper" 5 years.	Victoria, B.C.	- - -	Schooner, W.	99	24	W. E. Baker	C. J. Kelley, Victoria, B.C.	Victoria, B.C., for sealing		Ballast	—	N.N.E. 8	Pedder Bay, British Columbia.
27 Jan.	"Narwhal" 2 years.	Shanghai	(*a.*) Ll. ✠ 10 A 1. (*b.*) 6.91.	S.S., W.	142	15	H. J. Snow	Eastern Whaling Co., Limited, Yokohama.	Yokohama, for sealing and whaling.		Ballast, 5 passengers.	—	Calm	Off the N.W. point of Sunosaki, Japan.
28 Jan.	"Dexter" 15 years.	Liverpool, N.S.	- - -	Schooner, W.	149	About 7	- - -	J. H. Dexter, Brooklyn, N.S.	St. Pierre, Miquelon.	Liverpool, N.S.	Ballast	—	—	Lockeport, Nova Scotia.
28 Jan.	"Elizabeth" 24 years.	Newcastle-on-Tyne.	- - -	S.S., W.	32	3	J. Cosh	J. Lindsay, Newcastle-on-Tyne.	South Shields	Berwick	Paraffin	—	S.S.E. 6	Parton Stiel, near Holy Island, Northumberland.
28 Jan.	"Retriever" 21 years.	Port Louis, Mauritius.	- - -	Schooner, W.	73	8	F. Quiniloc	F. Laroque, Port Louis, Mauritius.	Tamatave, Madagascar.	Fort Dauphin, Madagascar.	General	—	S.E. 12	Sakalion, S.E. coast of Madagascar.
31 Jan.	"Belmore" 23 years.	Sydney, N.S.W.	- - -	S.S., W.	42	4	J. Nicholson	The North Coast Steam Navigation Co., Ltd., Sydney, N.S.W.	McLeay River, N.S.W.	Bellinger River, N.S.W.	General, 6 passengers.	—	E. 10	Coff's Harbour, New South Wales.
1 Feb.	"Fortuna" 19 years.	Norway	- - -	Barque, W.	430	10	C. Tobiassen	P. Pedersen, Grimstad, Norway.	Loading at Yallahs, Jamaica		Logwood and fustic.	—	E.S.E. 5	Yallahs, Jamaica.
4 Feb.	"Dicky" 10 years.	Brisbane	- - -	S.S., I.	144	11	J. S. Beattie	Brydon, Jones, & Co., Brisbane.	Rockhampton, Queensland.	Brisbane, Queensland.	Ballast	—	E. Squally.	Near Calcundra, Queensland.
5 Feb.	"Foam" 11 years.	Maryborough, Queensland.	- - -	Schooner, W.	164	15	G. Norman	T. O'Dwyer, Maryborough, Queensland.	Maryborough, Queensland.	South Sea Islands.	Ballast, 85 passengers.	—	N.N.W. 5	Myrmidon Reef, Magnetic Channel, Queensland.
5 Feb.	"Minerva" 53 years.	Dublin	- - -	Schooner, W.	49	3	M. Merrigan	J. Phillips, Wicklow.	Liverpool	Ayr	Manure	—	S. by E. 6	Near Garliestown, Wigtonshire.
5 Feb.	"Norseman" 29 years.	Not registered	-	Ketch, I.	51	5	J. Moyses	Burns, Philp, and Co., Townsville, Queensland.	Employed as a lighter at Townsville, Queensland.		Ballast	—	N.N.W. 7	Horse Shoe Bay, Magnetic Island, Queensland.

6 Feb.	"Edith" 20 years.	Halifax, N.S.	-	Brigantine, W.	172	8	— Rowe	G. R. Taylor, Halifax, N.S.	Demerara	Halifax, N.S.	Molasses and sugar.	8	—10	Fax Point, Nova Scotia.
6 Feb.	"Edwin Janet" 21 years.	Nassau, N.P.	-	Schooner, W.	84	7	J. H. Tedder	R. E. Roberts, Harbour Islands, Bahamas.	Nassau, N.P.	Brunswick, Georgia.	Oranges and bananas, 2 passengers.	—	—	Near Spanish Cay, Abaco, Bahamas.
6 Feb.	"Glenola" 2 years.	Windsor, N.S.	-	Schooner, W.	124	6	J. S. Holder	J. W. Smith, St. John, N.B.	Jacmel, Hayti	New York	Logwood	—	S.S.E. 6	Jones inlet, Long Island, U.S.A.
7 Feb.	"Gladys McLauchlan." New.	St. John, N.B.	(*a.*) B. Ver. 3/3 A1.1. for 11 years from 8.92. (*b.*) 10.92.	Schooner, W.	421	9	J. A. Read	W. Dixon, Hopewell, N.B.	Bridgetown, Barbados.	Manzanilla, Cuba.	Ballast	—	N.E. 6	Near Cape Cruz Light, Cuba.
7 Feb.	"Trinacria" 22 years.	Glasgow	-	S.S., I.	1,418	34	S. Murray	T. Henderson, Glasgow.	Glasgow	Gibraltar	General, 4 passengers.	31 (27 crew and 4 passngrs.)	W. 4	Near Cape Villano, Spain.
9 Feb.	"Ellie Carter" 5 years.	Hamilton, Bermuda.	-	Brigantine, W.	147	9	A. F. Darrell	H. A. Pitt, Hamilton, Bermuda.	Hamilton, Bermuda.	New York	Ballast	—	S.S.W. 8	11½ miles S. of Barnegatt Light, U.S.A.
9 Feb.	"White Cloud" 24 years.	Sydney, N.S.W.	-	Ketch, W.	35	3	A. Moncrieff	A. Kethel, Sydney, N.S.W.	Sydney, N.S.W.	Tomakin, N.S.W.	Ballast	—	N.N.E. 7	Broulee Island, New South Wales.
10 Feb.	"Belted Will" 15 years.	Jersey	(*a.*) Ll. Cont. ✠ 9 A 1. from 12.91. (*b.*) 4.92.	Schooner, W.	73	4	F. Godfray, Jersey.		Bari, Italy	Bristol	Olive oil	—	Calm	A reef about 24 miles S.E. of Brindisi, Italy.
10 Feb.	"Catherine Roberts" 30 years.	Chester	-	Ketch, W.	54	3	W. Williams	T. H. Jones, Bangor.	Workington	Dunfanaghy, co. Donegal.	Coal	—	N.N.W. 10	Downies Bay, Sheep Haven, Co. Donegal.
10 Feb.	"Daphne" 8 years.	Sydney, N.S.W.	-	Schooner, W.	95	6	W. R. Richards	B. M. Corrigan, Sydney, N.S.W.	Sydney, N.S.W.	Dungeness, Queensland.	Coal and general, 1 passenger.	6 (5 crew and 1 passngr.)	E. 10	Wide Bay Bar, Queensland.
10 Feb.	"Rotoiti" 16 years.	Auckland, N.Z.	-	Steam Tug, I.	10	3	J. W. Nicholson	The Devonport Steam Ferry Co., Auckland, N.Z.	Pakiri, N.Z.	Auckland, N.Z.	Ballast	—	N.E. —	Near Pakiri, New Zealand.
12 Feb.	"Brenda" 9 years.	Liverpool	-	S.S., I.	258	21	J. Flynn	Argentine Steam Lighter Co., Ltd., Liverpool.	Lobos Island, Argentine Republic.	Quintano Island, Argentine Republic.	Guano, 6 passengers.	—	S. 2	Near Cape Aristazabal, Argentine Republic.
13 Feb.	"Arica" 28 years.	Denmark	-	Barque, W.	383	9	T. Thomson	H. T. Petersen, St. Croix, W.I.	Milk River, Jamaica.	Rotterdam	Logwood roots, 2 passengers.	—	E.N.E. —	A reef on the S. side of Grand Cayman Island, British West Indies.
13 Feb.	"Blair Drummond" 19 years.	Glasgow	(*a.*) Ll. ✠ 100 A 1. (*b.*) 5.92.	Barque, I.	1,450	21	J. S. Manson	W. T. McLellan, Glasgow.	Pascagoula	Rio Janeiro	Lumber	—	E. 4	Little Bahama Bank, British West Indies.
14 Feb.	"Catalina" 25 years.	Germany	(*a.*) Ll. ✠ *⩓ 1. (*b.*) 10.91.	Barque, I.	484	12	-	F. Hilken, Vegesack, Germany.	Bowling, River Clyde.	Cardiff	Ballast	8	S.W. 11	4 miles N. of the Mull of Galloway, Wigtonshire.
14 Feb.	"Gebrüder" 26 years.	Inverness	(*a.*) B. Ver. 5/6 G.1.1. for 5 years from 12.89. (*b.*) 7.92.	Schooner, W.	114	5	J. A. Junner	A. Ross, Inverness.	Invergordon	Sunderland	Wood	—	S.E. 6	Long Craig Rocks, about 1½ miles W. of Kirkcaldy, Fifeshire.
14 Feb.	"Shelbourne" 6 years.	Newcastle, N.S.W.	-	Ketch, W.	61	About 3	H. Hackett	J. Davis, Sydney, N.S.W.	Camden Haven, N.S.W.	Sydney, N.S.W.	Timber	—	N.E. 4	Camden Haven Bar, New South Wales.
15 Feb.	"John Pierce" 33 years.	Aberystwith	(*a.*) Ll. A 1. in Red S.S. 86-8 years. (*b.*) 2.90.	Schooner, W.	79	5	J. P. Morgan	J. Hughes, Portmadoc.	Poole, Dorsetshire.	Ellesmere, Cheshire.	Clay, 1 passenger.	—	W. 5	Zebra Flats, Queen's Channel, Liverpool Bay.
16 Feb.	"Alice" 11 years.	Nassau, N.P.	-	Schooner, W.	13	4	B. Zonicle	R. H. Sawyer, Nassau, N.P.	Port Howe, Bahamas.	Lucky Mount, Bahamas.	Ballast	—	S. 1	San Salvador, Bahamas.
17 Feb.	"Buster" 9 years.	Sydney, N.S.W.	-	Barquentine, W.	305	10	R. Carnie	D. J. Robertson, Sydney, N.S.W.	Sydney, N.S.W.	Woolgoolga Bay, N.S.W.	Ballast 5 passengers.	—	E.S.E. 9	Woolgoolga Bay, New South Wales.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1893. 17 Feb.	"Conuza" 13 years.	Glasgow	(*a.*) Liv. ✠ A 1.* 1. in Red. (*b.*) 8.91.	S.S., Steel	979	29	T. Furnival	The British and African S. N. Co., Lim., Glasgow.	Hamburg	Grand Bassam.	Gin, &c., 34 passengers.	—	Calm	Near Sangwin River, Liberia.
18 Feb.	"Baltic" 17 years.	Annapolis, N.S.	(*a.*) B. Ver. 3/3. A 1.1. for 3 years, from 11.90. (*b.*) 7.92.	Brigantine, W.	438	10	C. F. Collins	D. Carmichael, St. John, N.B.	Guantanamo, Cuba.	Boston, Mass.	Sugar	—	N.E. 10	Near Boston, Massachusetts, U.S.A.
19 Feb.	"Penshaw" 18 years.	Hong Kong	(*a.*) Ll. Cont. ✠ 9 A 1. from 11.88. (*b.*) 6.92.	Barque, W.	729	17	J. Speechly	H. G. Brown & Co., Lim., Hong Kong.	Hong Kong	Kalagna	Timber, 5 passengers.	—	N.E. 5	A reef 3 miles N.E. ¼ N. of Palupari Island, Philippine Islands.
22 Feb.	"Ida" 18 years.	Norway	- - -	Barque, W.	329	10	H. Tonnessen	— Jorgensen, Christiansand, Norway.	Christiansand	Cardiff	Timber	—	E.N.E. 8	Near Weybourne, Norfolk.
22 Feb.	"Shamrock" 44 years.	Drogheda	- - -	Schooner, I.	96	4	M. Morris	A. Murdock, Drogheda.	Irvine	Drogheda	Coal, &c.	—	E. 7	Long Pladdy, Ballyquintin, co. Down.
22 Feb.	"Zoe" 35 years.	Hull	- - -	Steam Yacht, W.	75	10	R. B. Hall	T. Oliver, Hull	Toulon	Algiers	Ballast	—	W. by N. 10	Port Mahon, Minorca, Spain.
23 Feb.	"Artos" 11 years.	St. John, N.B.	(*a.*) B. Ver. 3/3. A 1.1. for 12 years, from 9.82. (*b.*) 7.92.	Brigantine, W.	314	8	W. H. Gerard	R. C. Elkin, St. John, N.B.	Ship Island, U.S.A.	Colon, U. S. of Colombia.	Lumber, 1 passenger.	—	N.E. 5	Punta de Lavandera, Barracos, Cuba.
24 Feb.	"Aquatic" 8 years.	St. John, N.B.	(*a.*) B. Ver. 3/3. A 1.1. for 12 years, from 6.85. (*b.*) 4.92.	Brigantine, W.	362	8	L. A. Halcrow	F. Tufts, St. John, N.B.	Sagua, Cuba	Boston, Mass.	Sugar	—	N.W. 7	Sow and Pigs Reef, off Cuttyhunk, Massachusetts, U.S.A.
25 Feb.	"Rochemont" 5 years.	Liverpool, N.S.	- - -	Barque, W.	396	8	— Godfrey	J. S. Sponagle, Portland, Maine.	Pointe-a-Pitre, Guadeloupe.	San Domingo	Ballast	—	E.N.E. 6	Catalinita, San Domingo.
26 Feb.	"Clans" 36 years.	Chester	- - -	Schooner, W.	55	3	S. Hughes	J. Jones, Chester	Glasgow	Widnes	Bricks	—	E.N.E. 9	Helen's Bay, Belfast Lough.
26 Feb.	"Cricket" 10 years.	St. John, N.B.	- - -	Schooner, W.	125	5	S. Ernst	H. J. Olive, St. John, N.B.	New York	St. John, N.B.	Coal	—	N.E. 4	About 2 miles E. of Race Point Ligbt, Massachusetts, U.S.A.
26 Feb.	"May" 41 years.	Liverpool	- - -	Flat, W.	57	2	J. Owens	J. Glenny, Liverpool.	Conway	Liverpool	Gravel	—	E. 7	Near Great Orme's Head, Carnarvonshire.
27 Feb.	"Dato" 21 years.	Norway	- - -	Brig, W.	474	11	C. Hansen	C. Neilsen, Laurvig, Norway.	Loading at Quindalup, W.A.		Timber	—	— 12	Quindalup, Western Australia.
— Feb.	"Moss Rose" 10 years.	St. John, N.B.	(*a.*) B. Ver. 3/3. A 1.1. for 12 years, from 1.84. (*b.*) 10.92.	Brigantine, W.	371	About 8	J. Donovan	F. E. Sayre, St. John, N.B.	New York	Monte Video	General	—	S.E. 10	Albedao, Brazil.
1 Mar.	"Lucy March" 17 years.	Carnarvon	(*a.*) Ll. Cont. ✠ 8 A 1. from 6.88. (*b.*) 2.93.	Barquentine, W.	229	8	R. Griffiths	M. Jones, Portmadoc.	Portmadoc	Harburg	Slates	—	S. 4	Haak Sands, Holland.
2 Mar.	"Golden Fleece" 20 years.	St. John's, N.F.L.	(*a.*) Ll. Cont. ✠ 8 A 1. from 4.85. (*b.*) 6.92.	Brigantine, W.	176	8	W. Blackler	H. Hayward, St. John's, N.F.L.	Rio Janeiro	Hamburg	Salted Hides	1	N.W. 7	Amrum Reef, Germany.
3 Mar.	"Rectitude" 9 years.	Stornoway	- - -	Trading Smack, W.	37	3	D. Mackenzie	J. Maclean, Stornoway.	Loch Eport, N. Uist.	Dunvegan, Skye.	Cured Herrings.	—	S.S.W. 4	Loch Eport, N. Uist, Hebrides.

4 Mar.	"Gustav Bitter" - 15 years.	Newcastle-on-Tyne.	(*a*) Ll. ✠ 100 A 1. (*b*.) 12.91.	S.S., I. -	315	13	D. G. Ball - -	F. Renwick, Newcastle-on-Tyne.	London - -	Saltport, Lancashire.	General -	1	W. 4	Stag Rock, off the Lizard, Cornwall.
5 Mar.	"Thames" - - 33 years.	Swansea -	(*a*.) Ll. ⩓ 1. (*b*.) 9.92.	S.S. I. -	295	12	S. H. Park -	F. Le Boulanger, Swansea.	London -	Sligo and Ballina.	Guano -	—	W.S.W.—	St. Patrick's Reef, Killala Bay, co. Mayo.
7 Mar.	"Arabian" - - 28 years.	Guernsey -	- - -	Barquentine, W.	258	9	L. Tostevin -	P. Taylor, Guernsey.	S. Shields -	Jersey -	Coal -	—	W.N.W. 2	Hasborough Sand, off Norfolk.
7 Mar.	"Charles Napier" - 52 years.	Southampton	(*a*.) Ll. A 1. in Red. S.S. 92. 4 years. (*b*.) 2.92.	Schooner, W	96	6	R. E. Bray - -	J. Dible, Southampton.	Genoa - -	Malaga -	Ballast -	—	S.E. 9	Playa de San Andres, near Malaga, Spain.
8 Mar.	"Hebe" - - 31 years.	Sydney, N.S.W.	- - -	Brig, W. -	214	7	T. Wilson - -	C. A. Campbell, Balmain, N.S.W.	Sydney, N.S.W.	Newcastle, N.S.W.	Ballast -	—	S.S.E. 10	Near Morna Point, New South Wales.
9 Mar.	"Eurus" - - 15 years.	Hull -	- - -	Ketch, I. -	77	4	R. Ellison - -	W. E. Lowery, Hull.	Hull - -	Burghead -	Oilcake -	—	W. 7	Near the entrance to Burghead Harbour, Elginshire.
12 Mar.	"Golden Rule" - 3 years.	St. George's, Grenada.	- - -	Sloop, W. -	25	5	G. Bethel, Carriacou, Grenada.		Pointe-à-Pitre, Guadeloupe.	Martinique	Ballast -	—	W. 10	St. Pierre, Martinique, French West Indies.
13 Mar.	"Start" - - 20 years.	Auckland, N.Z.	- - -	Cutter, W. -	27	3	J. Huttley -	D. J. Shaw, Auckland, N.Z.	Mercury Bay, N.Z.	Auckland, N.Z.	Firewood -	—	S.E. 8	Kennedy Bay, New Zealand.
14 Mar.	"Queen of May" - 5 years.	Belfast - -	- - -	Schooner, W.	42	4	J. Jackson, Glynn-by-Larne, co. Antrim.		Larne - -	East Tarbert, Loch Fyne.	Lime shells	—	S.W. 5	East Loch, Tarbert, Loch Fyne, Argyllshire.
15 Mar.	"Gazelle" - - 36 years.	Inverness -	- - -	Schooner, W.	128	5	J. Reid - -	W. Morrison, Inverness.	Sunderland -	Inverness -	Coal -	—	W.N.W. 9	Scotstown Head, Aberdeenshire.
15 Mar.	"Rising Star" - 1 year.	Leith - -	- - -	S.S., W. -	8	5	R. Sutherland -	R. Duncan, London.	Saldanha Bay, Cape Colony.	Cape Town	Corn, &c., 4 passengers.	—	Calm	Boon Point, Dassen Island, Cape Colony.
15 Mar.	"Sisters" - - 36 years.	Inverness -	- - -	Schooner, W.	83	5	S. Woodford -	J. Hall, Invergordon.	Sunderland -	Invergordon	Lime - -	—	W.N.W. 9	West Pier, entrance to Peterhead South Harbour, Aberdeenshire.
15 Mar.	"Sophia & Frances" 30 years.	London -	- - -	Schooner, W.	82	4	W. Hamilton -	G. Hanson, Gt. Yarmouth.	Berwick -	Lossiemouth	Barley -	—	N.W. by N.9	Fraserburgh Bay, Aberdeenshire.
16 Mar.	"Espérance" - 31 years.	France -	(*a*.) B. Ver. 5/6 G. 1.1. for 2 years from 8.91. (*b*.) 8.91.	Brig, W. -	129	8	— Gaudier -	A. Besnier, Binic, France.	Runcorn -	Iceland -	Salt, 1 passenger.	4 (3 crew and 1 passenger.)	—	S. end of Islay, Argyllshire.
18 Mar.	"Ellerton" - - 16 years.	Sydney, N.S.W.	- - -	Schooner, Composite.	87	6	J. Penboss -	Mrs. E. Penboss, Sydney, N.S.W.	Townsville, Queensland.	Hobart, Tasmania.	Bone dust -	—	S.E. 6	Holmhurst Reef, Flinder's Pass, Queensland.
20 Mar.	"Espérance" - 6 years.	France -	- - -	Lugger, W.	87	19	T. Sauveur -	M. Fourny, Boulogne.	Boulogne, for fishing.		Ballast -	—	E. 2	W. entrance to Berehaven, co. Cork.
20 Mar.	"Strathgarry" - 18 years.	Glasgow -	(*a*.) Ll. ✠ 100 A 1. (*b*.) 1.92.	S.S., I. -	137	11	T. Beahon - -	J. Mawson, Barrow.	Castletown, Berehaven.	Ardrossan -	Ballast -	—	E. 2	Torrylin, Arran, Buteshire.
21 Mar.	"Fenella" - - 23 years.	London -	(*a*.) Ll. ✠ 100 A 1. (*b*.) 5.92.	S.S., I. -	646	15	W. Ford - -	J. F. Fenwick, London.	The Tyne -	Hamburg -	Coal -	—	W. 2	South Pier, entrance to River Tyne.
21 Mar.	"Knight Templar" 13 years.	Shelburne, N.S.	- - -	Schooner, W.	90	6	J. F. Cook - -	G. McL. Downie, Jordan River, N.S.	Grand Turk -	Lockeport, N.S.	Salt - -	—	E.S.E. 9	Grand Turk, Turk's Islands, British West Indies.
22 Mar.	"Prinz Leopold" - 10 years.	London -	(*a*.) Liv. ✠ A 1.* 1. in Red. (*b*.) 9.91.	S.S., I. -	1,148	22	J. S. Crichton -	A. A. Wyllie, Troon.	Genoa -	Bilbao -	Ballast -	—	S. 2	About 2 miles N.W. of Cape Penas, Spain.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1893. 23 Mar.	"Allanshaw" 19 years.	London	(*a.*) Ll. ✠ 100 A 1. Lw. A 1 * 1 in Red. (*b.*) 11.93.	Ship, I.	1,589	27	A. C. Thomson	J. Nourse, London	Liverpool	Calcutta	Salt	3	N.W. 9	¾ of a mile S. of Tristan d'Acunha.
23 Mar.	"Storm King" 25 years.	Belize, B.H.	- - -	Schooner, W.	68	6	R. Eden	R. Woodville, Utilla, Honduras.	Utilla, Honduras.	Belize, British Honduras.	Cocoanuts, 1 passenger.	—	E.S.E. 5	2 miles E. by N. of Columbus Caye, British Honduras.
25 Mar.	"Maud M." 3 years.	Richibucto, N.B.	- - -	Schooner, W.	66	7	J. Wilson	G. Cassidy, Vancouver, B.C.	Richibucto, N.B.	Vancouver, B.C.	Salt	—	Calm	Wager Island, Gulf of Peñas, Chili.
26 Mar.	"Flamsteed" 1 year.	Liverpool	(*a.*) Ll. ✠ 100 A 1. (*b.*) 1.93.	S.S., Steel	2,150	About 40	- - -	The Liverpool, Brazil, and River Plate S.N. Co., Lim., Liverpool.	Liverpool	Valparaiso	General, 2 passengers.	1 (passenger).	—	Near Imperial River, Chili.
26 Mar.	"Kelburne" 2 years.	Glasgow	(*a.*) Ll. ✠ 100 A 1. (*b.*) 10.92.	S.S., I.	86	8	R. Ross	P. D. Hendry, Glasgow.	Cork	Schull, co. Cork.	General	—	Calm	Near the Old Head of Kinsale, co. Cork.
27 Mar.	"Smeaton Tower" 9 years.	Plymouth	(*a.*) Ll. ✠ 100 A 1. (*b.*) 9.92.	S.S., I.	880	21	W. H. Putt	The Western Counties Steam Ship Co., Lim., Plymouth.	Novorossisk, Russia.	Palermo and Trapani, Italy.	Wheat	—	N.E. 2	7 miles S. of Novorossisk, Russia.
28 Mar.	"George H. Lochner" 16 years.	Nassau, N.P.	- - -	Schooner, W.	429	8	E. H. Suttis	T. Morrison, New York.	St. Jago de Cuba.	Delaware Breakwater.	Sugar	—	S.S.E. 10	Phillip's Reef, Caicos Islands, British West Indies.
29 Mar.	"Nellie Parker" 8 years.	St. John, N.B.	- - -	Schooner, W.	183	7	J. Barkhouse	R. C. Elkin, St. John, N.B.	Havana	Fernandina, Florida.	Ballast	—	E.N.E. 10	10 miles N. of Ormond, Florida, U.S.A.
31 Mar.	"Castalia" 19 years.	London	- - -	Schooner, W.	97	7	F. Rowlands	The Falkland Islands Co., London.	Stanley, F.I.	Weddell Island, F.I.	General	—	S.E. 10	Weddell Harbour, Falkland Islands.
31 Mar.	"Ruby" 17 years.	Auckland, N.Z.	- - -	S.S., W.	19	7	M. Lemon	J. M. Syms, Auckland, N.Z.	Auckland, N.Z.	Mangawai, N.Z.	General, 9 passengers.	2 (crew).	S.E. 1	Mangawai Bar, New Zealand.
2 Apr.	"Esperance" 10 years.	Magdalen Islands.	- - -	Schooner, W	31	10	N. Richards	J. P. Savage, Amherst, Magdalen Islands.	Magdalen Islands, for sealing		Ballast	10	E. 9	Near Grand Entry, Magdalen Islands, Canada.
4 Apr.	"Horsa" 33 years.	Liverpool	(*a.*) Ll. ✠ * ⩓ 1. (*b.*) 11.91.	Ship, I.	1,128	19	J. Robson	E. R. Peel, Liverpool.	Bluff Harbour, N.Z.	Scilly, for orders.	Oats, 3 passengers.	—	E. 5	Bread and Cheese Cove, St. Martin's, Scilly Isles.
4 Apr.	"Jessie" 15 years.	Plymouth		Smack, W.	41	3	J. Billing	T. S. Grenfell, Calstock, Cornwall.	Newport, Mon.	Newquay, Cornwall.	Coal	—	S.E. 6	About 3 miles W. of Trevose Head, Cornwall.
6 Apr.	"Annie Lee" 22 years.	Plymouth	- - -	Ketch, W.	75	4	W. T. Hunting	J. Bishop, Swansea.	London	Newburgh	Whiting	—	S.E. 5	Balmerino Bank, River Tay.
7 Apr.	"Albert Edward" 31 years.	London	- - -	S.S., I.	207	23	J. H. Hall	The South Eastern Railway Co., London.	Folkestone	Boulogne	Ballast	—	N.E. 5	Near Cape Griz Nez, France.
9 Apr.	"Jean and Simpson" 12 years.	Not registered	- - -	Lugger, W.	20	5	J. S. Foubister, Deerness, Orkney Isles		Aberdeen	Deerness, Orkney Isles.	General	—	Variable 2	Rattray Briggs, Aberdeenshire.
11 Apr.	"Vanadis" 21 years.	Sweden	(*a.*) B Ver. 5/6. A. 1.1. for 5 years from 10.88. (*b.*) 8.91.	Barque, W.	983	14	J. A. Ramstedt	J. D. Bjorkengren, Cimbrishamn, Sweden.	Malmo, Sweden	Metis, Canada.	Ballast, 1 passenger.	—	N.E. 5	Hasborough Sand, off Norfolk.

13 Apr.	"Star of Hope" 23 years.	Brixham	- - -	Ketch, W.	46	4	H. Drew	W.F. Lee, Brixham	Brixham, for fishing.		Ballast	—	N.E. 2	Livermead Point, Torbay, Devonshire.
17 Apr.	"Margaret Wemyss" 27 years.	Ardrossan	- - -	Smack, W.	24	4	J. Anderson	Mrs. C. Anderson, Glasgow.	Dumbarton	Glasgow	Sand	—	E. 6	Brodick Bay, Arran, Buteshire.
18 Apr.	"Arcadia" 18 years.	Yarmouth, N.S.	- - -	Brig, W.	241	8	T. M. Vickery	B. Davis, Yarmouth, N.S.	Appalachicola, Florida.	Sagua, Cuba	Lumber	—	S.E. 8	Dry Tortugas, Florida, U.S.A.
22 Apr.	"Annie Wilson" 13 years.	Lyttelton, N.Z.	- - -	Schooner, W.	150	7	J. P. Murray	Mitchelson Bros., Auckland, N.Z.	Lyttelton, N.Z.	Kaipara, N.Z.	Flour and potatoes.	—	S.E. 5	Near Oeo Creek, New Zealand.
22 Apr.	"Dominion" 29 years.	Yarmouth, N.S.	- - -	S.S., W.	410	22	J. Nickerson	Yarmouth S.S. Co., Lim., Yarmouth, N.S.	Yarmouth, N.S.	Halifax, N.S.	General, 5 passengers.	—	S.W. 6	Big Duck Island, Lunenburg, Nova Scotia.
26 Apr.	"Genesta" 6 years.	Pictou, N.S.	- - -	Schooner, W.	22	2	D. A. Mc Kinnon, Murray River, P.E.I.		Murray Harbour, P.E.I.	Pictou, N.S.	Unknown	2	N.W. 9	Birch Hill, Arisaig, Nova Scotia.
27 Apr.	"Inglewoode" 4 years.	St. John, N.B.	- - -	Schooner, W.	124	5	H. S. Seely	W. H. Merritt, St. John, N.B.	Halifax, N.S.	Cow Bay, C.B.	Ballast	—	N.N.W. 10	Sable Island, Nova Scotia.
29 Apr.	"Lilly" 7 years.	Not registered	- - -	Yacht (Cutter), W.	2	3	— Cravaso, Cardiff.		Cardiff, on a pleasure trip.		Ballast	—	W. 5	Ranie Spit, Glamorganshire.
4 May	"Aurora Borealis" 26 years.	St. John, N.B.	- - -	Schooner, W.	89	4	D. McDade, Carleton, N.B.		Rockland, Maine.	St. John, N.B.	Ballast	—	E.N.E. 10	Rockland, Maine.
8 May	"Earl of Shaftesbury." 10 years.	London	(*a.*) Ll. ✠ 100 A 1. Liv. A 1.*1. in Red. (*b.*) 6.92.	Ship, I.	1,988	28	T. B. Maynard	D. Brown, London	Bombay	Diamond Island, Burmah.	Ballast	6	S.W. Squally.	18 miles N.W. of Galle, Ceylon.
9 May	"Angelia" 1 year.	St. John, N.B.	- - -	Schooner, W.	124	5	L. Melanson	W. H. Merritt, St. John, N.B.	Halifax, N.S.	Sydney, C.B.	Ballast	—	W.S.W. 6	Near West Point Lighthouse, Scatteric, Cape Breton.
10 May	"Conway Castle" 16 years.	London	(*a.*) Ll. ✠ 100 A. 1. (*b.*) 1.92.	S.S., I.	1,880	83	G. Jaffrey	J. B. Smith, Liverpool.	Natal	Mauritius	General, 9 passengers.	—	N.N.E. 1	Vaudreuil Reef, E. coast of Madagascar.
11 May	"Family's Friend" 7 years.	Not registered	- - -	Fishing Lugger, W.	18	5	J. Bremner	A. O. Crawford, Wick.	Wick	Scrabster	Ballast	—	S.W. Squally.	Clairdon Head, Caithness.
12 May	"Conservative" 10 years.	Hull	- - -	Ketch, W.	83	4	E. Luder	W. Wolfe, Hull	Milford, for fishing.		Ballast	—	Calm	Supposed to have struck a rock near the Smalls, Pembrokeshire.
12 May	"Morien" 7 years.	Liverpool, N.S.	- - -	Schooner, W.	136	6	P. Le Blanc	C. Archibald, Cow Bay, C.B.	Kingston, Jamaica.	Philadelphia	Logwood	—	—	Brandywine Shoals, Delaware Bay, U.S.A.
13 May	"Edith Maud" 5 years.	Milford	(*a.*) Ll. ✠ 13 A 1. (*b.*) 3.92.	Schooner, W.	114	6	J. Griffiths	J. Mills, Neyland, Pembrokeshire.	Mossoro, Brazil.	Porto Alegre, Brazil.	Salt	—	S.E. 4	Near Cape San Roque, Brazil.
13 May	"Rowena" 10 years.	Glasgow	(*a.*) Ll. ✠ 100 A. 1. (*b.*) 12.92.	S.S., I.	848	17	J. Kerr	Maclay and McIntyre, Glasgow.	Bilbao	Glasgow	Iron ore	—	N.E. 1	Rocks on E. side of the Smalls Lighthouse, Pembrokeshire.
14 May	"Havana" 2 years.	Windsor, N.S.	(*a.*) B. Ver. 3/3, G. 1. 1. for 14 years from 12.91. (*b.*) 11.92.	S.S., W.	246	About 8	— Vigus	R. Pickford, Halifax, N.S.	Halifax, N.S.	St. John's, N.F.L.	General	—	—	Near Burgeo, Newfoundland.
14 May	"Young Alfred" 8 years.	Hull	- - -	Ketch, W.	95	5	A. Barrett, Hull.		Milford, for fishing.		Ballast	—	S.S.E. 5	1 mile N.N.W. of the Smalls, Pembrokeshire.
16 May	"Beta" 29 years.	Norway	- - -	Barque, W.	845	14	L. Walle	Winge and Co., Christiania.	Christiania	Bathurst, N.B.	Ballast	—	S.E. 9	Near Grand Entry, Magdalen Islands, Canada.

(2) STRANDINGS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1893. 17 May	"Osseo" - - 24 years.	St. John, N.B.	- - -	Schooner, W.	95	5	S. Ward - -	F. Summer, Moncton, N.B.	Moncton, N.B.	Boston, Mass.	Railway ties, 1 passenger.	1 (crew)	S.E. 7	Little Salvages, near Rockport, Massachusetts, U.S.A.
18 May	"Balto" - - 4 years.	Norway -	- - -	S.S., W. -	342	12	C. Bull - -	Dampskibsels-Kabet, "National," Christiania.	Kragerœe, Norway.	Galway -	Ice, 1 passenger.	—	E. 2	Garvie Island, about 5 miles E. of Cape Wrath, Sutherlandshire.
18 May	"Ulidia" - - 4 years.	Belfast -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 8.92.	Ship, I. -	2,378	33	J. McAdam -	J. Porter, Belfast.	Fremantle, W.A.	Newcastle, N.S.W.	Ballast -	—	N.E. by E. —	Straggler Reefs, near Fremantle, Western Australia.
19 May	"Cragside" - - 6 years.	London -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 3.93.	S.S., Steel -	1,278	22	L. Anderson -	J. Carlisle, London.	Matanzas, Cuba.	Montreal -	Sugar -	—	S.W. 3	South West Bull Rock, Nova Scotia.
20 May	"Pilgrim" - - 20 years.	U.S.A. - -	(*a.*) B.Ver. 3/3, L 1.1. for 5 years from 12.90. (*b.*) 12.90.	Barque, W.	918	16	S. W. Norton -	D. Bacon, New York.	Philadelphia -	Cienfuegos -	Coal - -	—	S.E. 5	A shoal N.W. of Sand Cay, Turk's Islands, British West Indies.
24 May	"St. Jean" - - 33 years.	France -	(*a.*) B.Ver. 5/6, *G2.1. for 4 years from 7.89. (*b.*) 4.91.	Lugger, W.	79	5 and pilot.	J. Lalande, Mesquer, France.		Newport, Mon.	Nantes -	Coal - -	—	N.W. 4	Gun Point, Padstow, Cornwall.
31 May	"Alexandra" - 39 years.	Norway -	- - -	Barque, W.	405	10	A. Hansen - -	T. W. Schwartz, Frederickstadt, Norway.	Frederickstadt	London -	Boards and firewood.	—	N.W. 6	Ower Sand, off Norfolk.
— May	"Cleta" - - 7 years.	Lunenburg, N.S.	- - -	Schooner, W.	90	About 6	- - -	T. A. Wilson, Bridgewater, N.S.	Lunenburg, N.S., for fishing.		Ballast -	—	—	Near Canso, Nova Scotia.
9 June	"Regent" - - 1 year.	London -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 2.93.	Barquentine, I.	363	9	J. Williams -	A. R. Braine, London.	Martinique -	Belize, B.H.	Ballast -	—	E. by S. 6	Near Belize, British Honduras.
11 June	"Durban" - - 16 years.	Southampton	(*a.*) Ll. ✠ 100 A 1. (*b.*) 4.91.	S.S., I. -	1,563	51	F. J. Symonds -	The Union Steamship Co., Lim., London.	Algoa Bay -	Southampton	Wool and Hides.	—	N.E. 1	Socorro Point, Tenerife, Canary Islands.
15 June	"Formoso" - - 17 years.	Glasgow -	- - -	S.S., I. -	328	23	T. Jacks - -	A. L. Jones, Liverpool.	Sherbro' Island, W.C.A.	Lavannah, W.C.A.	General -	—	— 6	Lavannah, Gold Coast, West Coast of Africa.
19 June	"Havre" - - 14 years.	Windsor, N.S.	(*a.*) B.Ver. 3/3, A 1.1. for 6 years from 3.91. (*b.*) 10.91.	Barque, W.	642	11	H. Mitchener -	G. W. Churchill, Hantsport, N.S.	Cienfuegos -	Philadelphia	Sugar -	—	E.S.E. 2	Jack Taylor Reef, off Island of Pines, Cuba.
23 June	"Ella" - - 26 years.	Norway -	- - -	Barque, W.	440	9	O. Reinertsen -	J. C. Brovig, Farsund, Norway.	Glasgow -	Moss, Norway.	Coal -	—	N.E. 9	Gleann Astle, Islay, Argyllshire.
27 June	"Remus" - - 21 years.	Liverpool -	(*a.*) Ll. Cont. ✠ 10 A 1. from 9.87. (*b.*) 12.92.	Barque, W.	737	14	W. T. Shaw -	R. Conaway, Liverpool.	Punta Arenas, Costa Rica.	Potrero, Costa Rica.	Ballast -	—	Calm	Brumel's Island, Costa Rica.
28 June	"Prince Arthur" - 21 years.	Norway -	(*a.*) B.Ver. 3/3, L 1.1. for 3 years from 12.91. (*b.*) 6.92.	Barque, W.	991	About 20	— Mörch - -	Saxlund & Roer, Christiania.	Sydney, C.B. -	Quebec -	Coal -	—	—	Red Island, Canada.
— June	"Rita" - - 2 years.	Annapolis, N.S.	- - -	Schooner, W.	197	About 8	- - -	T. D. Ruggles, Bridgeton, N.S.	- - -	- - -	Lumber -	—	—	Abaco, Bahamas.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1891. 29 Oct.	"No. 3" 1 year.	Liverpool	- - -	Schooner, I.	239	About 6.	- - -	Liverpool, Brazil, and River Plate S.N. Co., Lim., Liverpool.	Employed as a lighter in the River Plate.		Iron rails	S.S. "Handel," of Liverpool.	—	S.W. Squally.	Martin Garcia Bar, River Plate, Uruguay.
1892. 13 Mar.	"Pirata" Age unknown.	Not registered	- - -	Sloop, W.	12	5	M. Reis	- - -	- - -	- - -	Unknown	Dutch S.S. "Oranje Nassau."	2	—	Near Grand Boca, off Trinidad, West Indies.
12 July	"Whirligig" 1 year.	Not registered	- - -	Yacht (Lug Sail), W.	2	1	H. McPhail	R. M. Donaldson, Kilcreggan.	Moored at Rothesay, Bute.		Ballast	Steam Yacht "Zara," of Glasgow.	—	E. 9	Largs, Ayrshire.
28 July	"Genesta" 3 years.	Not registered	- - -	Yacht (Lug Sail), W.	1	2	F. H. Carwardine, Ipswich.		Woodbridge	Ipswich	Ballast	Unregistered fishing smack "Fashion," of Harwich.	—	N.E. 5	¼ mile outside the Bell Buoy, Harwich, Essex.
3 Aug.	"Alice" 32 years.	London	- - -	Schooner, W.	76	4	A. W. Smith	G. H. Anderton, Howden Dyke, Yorkshire.	Teignmouth	Goole	Pipeclay	S.S. "Refulgent," of Sunderland.	3	N.W. 2	About 10 miles S. of the Dudgeon Lightship, off Lincolnshire.
5 Aug.	"Telephone" 3 years.	Ramsgate	- - -	Ketch, W.	24	3	E. G. Brotherson	T. Hatton, Ramsgate.	Ramsgate, for fishing.		Ballast	S.S. "Hartville," of Hartlepool.	2	S.W. 2	5 miles N.E. by E. of the Kentish Knock, off Essex.
7 Aug.	"Otto" 25 years.	Hull	- - -	S.S., I.	792	18	E. Elliott	T. Wilson, Sons, and Co., Lim., Hull.	Dantzic	Grimsby	General, 10 passengers.	S.S. "Thorsa," of Leith.	—	S.W 3	Near Lappegrund Lightship, the Sound, Denmark.
8 Aug.	H.M. Torpedo Boat No. 75. 6 years.	- - -	- - -	S.S., (torpedo boat) Steel.	75	About 12	Sub-Lieutenant Craig, R.N.	- - -	Returning to Belfast Lough from the Mull of Galloway.		Ballast	H.M. Torpedo Boat No. 77.	—	—	Near the Maidens, off co. Antrim.
9 Aug.	"Sunbeam" 22 years.	Dartmouth	- - -	Cutter, W.	34	3	R. Nichols, Tenby.		Tenby, for fishing.		Ballast	Fishing Cutter "Mazeppa," of Dartmouth.	—	N.E. by E. 2.	Jack's Sound, Pembrokeshire.
21 Aug.	"Wave Queen" 31 years.	London	(*a.*) Ll. ✠ * ✠ 1. (*b.*) 8.92.	Barque, I.	853	16	R. Kelly	J. Park, London	London	Glasgow	Cement, 2 passengers.	S.S. "Ivanhoe," of Glasgow.	—	S.W. 4	About 4 miles N.E. of the Codling Lightship, off co. Wicklow.
26 Aug.	"Laura" 10 years.	W. Hartlepool	(*a.*) Ll. ✠ 100 A 1. (*b.*) 5.92.	S.S., I.	689	18	W. Jackson	G. Pyman, W. Hartlepool.	Nyvick, Sweden.	West Zaan, Holland.	Timber, 2 passengers.	Swedish S.S. "Pilen."	—	E. 2	5 miles N.N.E. of Brämön Island, Gulf of Bothnia.
2 Sept.	"Kurrimshye" 11 years.	British India (not registered).	- - -	Native Craft, W.	67	13	— Jacoob	Kassum, Vassaya, Karachi.	Karachi	Busrah	Coal, 4 passengers.	Unregistered British Indian Dhingey, "Bhowree," of Karachi.	2 (supposed crew.)	S.W.	About 100 miles S.W. of Karachi, Arabian Sea.
12 Sept.	"Notre Dame de Bélem." 17 years.	France	(*a.*) B. Ver. 3/3. G. 1.1. for 6 years from 6.89. (*b.*) 5.92.	Brigantine, W.	67	5	E. Conedel	J. Mahé, Vannes, France.	Dunkirk	Sables d'Olonne, France.	Phosphate	Barque "James Stafford," of Annapolis, N.S.	—	S.S.W. 2	About 18 miles S.W. by W. of the Eddystone, off Cornwall.
16 Sept.	Tongkang No. 658 Age unknown.	China	- - -	Tongkang, W.	About 50	4	- - -	- - -	- - -	- - -	Unknown, 1 passenger.	S.S. "Hydra," of Liverpool.	1 (passgr.)	W.S.W.	Near Tanjong Ivatong, near Singapore, Straits Settlements.
24 Sept.	"Elizabeth and Ellen" 35 years.	Carnarvon	(*a.*) Ll. A 1. in Red, S.S. 92—5 years. (*b.*) 3.92.	Schooner, W.	66	4	B. Hughes	O. Hughes, Amlwch.	Ellesmere Port, River Mersey.	Belfast	Coal	Brigantine "Maria" of Colerraine.	—	W. 2	Near Carrickfergus, co. Antrim.
25 Sept.	"Rachael Anne" 51 years.	Fowey	- - -	Schooner, W.	65	2	J. Rableu, Fowey.		Fowey	Runcorn	Clay	S.S. "Thistle," of Dublin.	2	W. 6	2 miles N.E. of the Skerries, Anglesey.
29 Sept.	"White Hare" 14 years.	Not registered	- - -	Fishing Coble, W.	3	3	F. Harrison, Staithes, Yorkshire.		Staithes	Whitby	Ballast	S.S. "Esk," of Whitby.	—	S.W 6	Near Whitby, Yorkshire.

(3) COLLISIONS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 2 Oct.	"Sunbeam" 3 years.	Harwich	(*a.*) Ll. ✠ 9 A 1. (*b.*) 8.89.	Ketch, W.	114	5	W. T. Whitmore	W. S. Gane, Harwich.	Hartlepool	Harwich	Coal	S.S. "Ariosto," of Hull.	—	S.W. by S. 4	About 10 miles E.N.E. of Spurn Point, Yorkshire.
8 Oct.	"Catherine" Age unknown.	Not registered	- - -	Fishing Coble, W.	3	3	R. Coulson, Whitby.		River Tees	Whitby	Ballast	S.S. "Benan," of Liverpool.	1	N.N.W. 5	About 3 miles E. of Huntcliffe, Yorkshire.
10 Oct.	"Abertay" 4 years.	Grangemouth	(*a.*) Ll. ✠ 100 A 1. (*b.*) 8.92.	S.S., Steel	635	16	J. Logan	A. T. MacKay, Grangemouth.	Grange-mouth.	Rostock	Coal	H.M.S. "Iron Duke."	—	— 2	Near the Forth Bridge, River Forth.
14 Oct.	"Castelia" 16 years.	Guernsey	- - -	Schooner, W.	69	4	P. Pallot	C. Le Masurier, Jersey.	St. Nazaire, France.	Lannion, France.	Ballast	S.S. "Irwin," of Newport, Mon.	1	N.W. by N. 5	10 miles S.W. by S. of Ushant, N. Atlantic.
17 Oct.	"Thetford" 11 years.	Sunderland	(*a.*) Ll. ✠ 100 A 1. (*b.*) 9.92.	S.S., I.	836	18	T. Mountain	F. Gordon, Newcastle-on-Tyne.	Shields	Stettin	Coal	Dutch S.S., "Dordrecht."	—	N.E. 6	2 miles S.S.W. of the Dragör Lightship, Denmark.
23 Oct.	"Arentgott and Thora." 25 years.	Denmark	(*a.*) B. Ver. 5/6. G. 1. 1. for 6 years from 1.92. (*b.*) 3.92.	Schooner, W.	85	About 5	A. H. Pedersen, Marstal, Denmark.		London	Leith	Cement	Brigantine, "Sultan," of Portsmouth.	—	N.W. 5	About 32 miles E. by S. of Flamborough Head, Yorkshire.
26 Oct.	"Eliza" 100 years.	Belfast	- - -	Brig, W.	100	4	J. McGinn	J. Curran, Belfast.	Belfast	Ayr	Ballast	S.S. "Olinda," of Liverpool.	—	S.S.E. 7	4 miles E.S.E. of Ailsa Craig, Firth of Clyde.
26 Oct.	"Estremadura" 36 years.	Arbroath	- - -	Schooner, W	79	5	J. A. Stewart	J. S. Paterson, Arbroath.	Sunderland	Arbroath	Coal	S.S. "Northumbria," of London.	—	S.S.W. 5	5 miles E.S.E. of Souter Point, Durham.
31 Oct.	Boat of Fishing Dandy "Frobisher" of Gt. Yarmouth.	- - -	- - -	Boat, W.	About 1	2	- - - - -	Hewett and Co., Lim., London.	Returning from fish carrier in North Sea.		- - -	Fishing Dandy, "Alert," of Gt. Yarmouth.	1	N.N.E. 5	Silver Pits, North Sea.
1 Nov.	"Royal Prince" 8 years.	Not registered	- - -	Dandy, W.	30	9	D. Gimblet	W. H. Williams and D. Gimblet, Kinsale.	Kinsale for fishing.		Ballast	Barque, "Kinfauns," of Dundee.	—	S. 4	6 miles S.W. by S. of Daunt's Rock Lightship, off co. Cork.
8 Nov.	"Fei Ma" 18 years.	Shanghai	(*a.*) B. Ver. I. Div. 3/3. L. 1. 1. from 3.89. (*b.*) 3.91.	S.S., I.	635	29	W. G. G. Leash	B. A. Clarke, Shanghai.	Shanghai	Chefoo	General, 62 passengers.	S.S. "Hangchow," of London.	—	N.E. 3	Outside Woosung Bar, China.
8 Nov.	"Rapid" 27 years.	Not registered	- - -	Keel, W.	90	2	G. Richardson	W. J. Warrinas, Lincoln.	Hull	Lincoln	Wheat, &c.	S.S. "Loughrigg Holme," of Maryport.	—	S.W. 2	Hull Roads, River Humber.
8 Nov.	"Water Lily" 25 years.	Lancaster	- - -	Schooner, W.	128	5	J. Tucker	J. Helme, Lancaster.	Cork	Cardiff	Ballast	S.S. "Captain McClure," of Dublin.	—	E. by S. 2	Off Nash Point, Glamorganshire.
10 Nov.	"Sisters" 63 years.	Greenock	- - -	Jigger, W.	42	3	W. McIlwain	R. S. McMorland, Greenock.	Greenock	Troon	Ballast	French S.S. "Calédonie."	—	S.S.W. 2	Near Cloch Lighthouse, River Clyde.
17 Nov.	"Aid" 30 years.	Hull	- - -	Ketch, W.	64	4	J. Mitchell, Blakeney, Norfolk.		Gt. Yarmouth.	Goole	Barley	A steamer (name unknown).	—	N.E. 4	About 10 miles E. of Cromer, Norfolk.
18 Nov.	"Prince Charlie" 19 years.	Fleetwood	- - -	Smack, W.	24	5	H. Leadbetter	R. Leadbetter, Fleetwood.	Fleetwood, for fishing.		Ballast	S.S. "Galgorm Castle," of Barrow.	—	S.E. by S. 4	1 mile S.E. by S. of Wyre Light, Morecambe Bay, Lancashire.
27 Nov.	"Kristna Persad" 32 years.	British India (not registered)	- - -	Batela, W.	27	7	Trimbuck Pandoo.	- - -	Bombay	Broach	Cocoanuts	S.S. "Clan Fraser," of Glasgow.	1	N.E. 4	Near Sunk Rock Lighthouse, near Bombay, West Coast of India.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

3 Dec.	"Matchless" - 35 years.	Belfast -	-	Ketch, W. -	45	3	R. Shearer -	A. Mincampbell, Carrickfergus.	Carrickfergus	Pettycur, co. Fife.	Rock Salt -	S.S. "Armenia," of Glasgow.	—	N.E. 3	Wemyss Bay, Firth of Clyde.
11 Dec.	"Candace" - 42 years.	Aberystwyth	(a.) Ll. A — in Red. S.S. 99. 8 years. (b.) 8.90.	Ketch, W. -	34	2	R. Owens -	H. Jones, Portmadoc.	Cardiff -	Portmadoc	Patent fuel	Trading smack "Thomas," of Aberystwith.	—	S.W. 6	About 10 miles S.S.W. of St. Govan's Head, Pembrokeshire.
14 Dec.	"Thomas" - 33 years.	Aberystwyth	-	Smack, W. -	26	2	D. Davies, Aberayron.		Porthcawl -	Aberayron -	Coal -	Ketch "Candace," of Aberystwith.	—	S.W. 6	About 10 miles S.S.W. of St. Govan's Head, Pembrokeshire.
15 Dec.	"Lloyds" - 23 years.	London -	(a.) Ll. ✠ Æ 1. (b.) 4.92.	S.S., I. -	564	15	G. Kell -	F. W. Harris, London.	London -	The Tyne -	Ballast -	S.S. "Bedlington," of W. Hartlepool.	—	S.W. 1	Off Great Yarmouth, Norfolk.
16 Dec.	"Athelstane" - 20 years.	N. Shields -	(a.) Ll. ✠ 90 A 1. (b.) 5.92.	S.S., I. -	684	16	J. Foreman -	H. E. P. Adamson, Newcastle-on-Tyne.	S. Shields -	Rotterdam -	Coal -	Schooner "Psyche," of Swansea.	—	W.S.W. 4	About 3 miles N.E. ½ E. of Whitby High Light, Yorkshire.
16 Dec.	"Psyche" - 17 years.	Swansea -	-	Schooner, W.	161	7	T. Barden -	W. W. Foreman, Whitstable.	Rochester -	Leith -	Cement -	S.S. "Athelstane," of N. Shields.	—	W.S.W. 4	About 3 miles N.E. ½ E. of Whitby High Light, Yorkshire.
17 Dec.	"Satellite" - 25 years.	Guernsey -	-	Barquentine, W.	236	9	H. J. Pennison	R. Allix, St. Helier's, Jersey.	St. Helier's, Jersey.	The Tyne -	Ballast -	S.S. "Raithwaite Hall," of W. Hartlepool.	—	S.W. 3	Entrance to the River Tyne, Northumberland.
23 Dec.	"Sir Stafford Northcote." 10 years.	Hull -	-	Ketch, W. -	89	5	T. White -	The Hull Steam Fishing and Ice Co., Hull.	Hull, for fishing.		Ballast -	Fishing ketch "Thistle," of Hull.	—	S.E. 5	70 miles E. of Spurn Point, North Sea.
1893. 10 Jan.	"Septimus" - 33 years.	Ipswich -	-	Ketch, W. -	75	3	H. W. Leek -	Mrs. M. A. Hayward, Ipswich.	Southampton	Selby - -	Timber -	Steam trawler "Terrier," of Hull.	—	Calm -	Hull Roads, River Humber.
14 Jan.	"Hope" - 29 years.	Rye -	-	Schooner, W.	75	5	L. Kent -	J. T. Chester, Goole.	London -	Goole -	Railway iron	Ketch "Kate," of Ipswich.	—	N.E. by E. 7	Entrance to Harwich Harbour, Essex.
14 Jan.	No Name - 16 years.	Not registered	-	Gig, W. -	2	6	- -	The Channel Coaling Co., Dartmouth.	Engaged boarding vessels in Start Bay.		- -	Pilot cutter "Rose," of Dartmouth.	5	E. 7	3½ miles S. by E. of Dartmouth Harbour, Devonshire.
24 Jan.	"Socrates" - 11 years.	Not registered	-	Lugger, W.	19	7	A. Innes, St. Monance, Fifeshire.		St. Monance, Fifeshire, for fishing.		Ballast -	Unregistered fishing lugger, "Euphemia," of Kirkcaldy.	—	W. 5	1½ miles E. of Cellardykes, Fifeshire.
25 Jan.	"Earl of Mar" 20 years.	Hull -	-	Ketch, W. -	72	5	C. Johnson -	J. Marr, Hull -	Hull, for fis		Ballast -	Fishing ketch "Rosalind," of Hull.	—	N.W. 2	240 miles E. by N. ½ N. of Spurn Point, North Sea.
1 Feb.	"Caroline" - 40 years.	London -	(a.) Ll. ✠ 85 A 1. (b.) 12.92.	S.S., I. -	248	13	W. Davies -	W. H. Sollas, London.	Goole -	London -	Coal -	S.S. "Corennie," of Aberdeen.	—	W.S.W. 5	Near the Swin Middle Lightship, Thames Estuary.
1 Feb.	"Twilight" - 4 years.	W. Hartlepool	(a.) Ll. ✠ 100 A 1. (b.) 2.92.	S.S., Steel -	963	20	W. J. Edwards	J. Wood, W. Hartlepool.	Blyth -	Genoa -	Coal -	S.S. "Ada," of London.	—	S.S.W. 3	Near the Cross Sand Lightship, off Norfolk.
7 Feb.	"Garnett Brothers" 9 years.	Hull -	-	Ketch, W. -	91	5	W. Hird -	J. Dugdale, jr., Hull.	Hull, for fishing.		Ballast -	Steam trawler "Scorpion," of Hull.	—	S.W. 3	240 miles E.N.E. of Spurn Point, North Sea.
7 Feb.	"Kestrel" - 15 years.	London -	-	S.S., I. -	586	18	G. Helyer -	The General Steam Navigation Co., London.	Hamburg -	London -	General -	S.S. "Regalia," of Sunderland.	—	W.S.W. 2	Off Oste, River Elbe, Germany.
10 Feb.	"Lil" - 28 years.	Norway -	-	Schooner, W.	89	5	O. Sondresen -	— Tonnesen, Egersund, Norway.	Egersund, Norway.	Dysart, Fifeshire.	Ballast -	Danish schooner "Christian IX."	—	W.N.W. 8	About 8 miles W. of May Island, Firth of Forth.
11 Feb.	"Dora" - 16 years.	London -	-	Spritsail Barge, W.	39	2	A. Adams -	H. Keep, London.	Rainham, Kent.	Gray's Thurrock, Essex.	Clay -	S.S. "Darent," of Whitby.	1	N.W. 6	Near the Mucking Light, River Thames.
17 Feb.	"George and Emma" 22 years.	Not registered	-	Fishing Smack, W.	7	None on board.	S. Turmidge, Leigh, Essex.		Anchored at Leigh, Essex.		Ballast	Unregistered fishing smack "Essex Chief," of London.	—	S.S.W. 6	Leigh, Essex.

(3) COLLISIONS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1893. 20 Feb.	"George and Susannah." 29 years.	London	- - -	Topsail Barge, W.	44	3	J. D. Watson	T. B. Hudson, Barling, Essex.	Millhead, Essex.	London	Bricks	Topsail barge "Kathleen," of Rochester.	—	S.S.W. 6	Near the S.E. Maplin Buoy, Thames Estuary.
25 Feb.	"Cincora" 19 years.	Glasgow	(*a.*) Liv. ✠ A 1 * 1 in Red. (*b.*) 7.92.	S.S., I.	688	16	D. Morris	The Napier Shipping Co., Lim., Glasgow.	Carthagena	London	Lead and oranges.	German barque "Lake Ontario."	2	N.E. 5	1½ miles S.S.E. of Dungeness, Kent.
2 Mar.	"Cacique" 24 years.	France	(*a.*) B. Ver. I. Div. 3/3. L. 1.1. from 4/90. (*b.*) 1.93.	S.S., I.	711	21	Y. Le Manchec	Brown and Corblet, Havre.	Dunkirk	Bordeaux and Marseilles.	General, 1 passenger.	S.S. "Hampshire," of Southampton.	—	W.S.W. 2	About 7 miles W.S.W. of Dungeness, Kent.
8 Mar.	"Cleopatra" 15 years.	Rochester	- - -	Spritsail Barge, W.	40	2	A. Arnold	S. B. Booth, Borstal, Kent.	Rochester	London	Cement	S.S. "Africa," of Hull.	2	W.N.W. 2	Near the Oven's Buoy, Lower Hope, River Thames.
9 Mar.	"Jane Rennie" 17 years.	Chester	(*a.*) Ll. cont 7 A 1. from 4.86. (*b.*) 8.90.	Schooner, W.	166	7	J. Coppack	S. Coppack, Chester.	London	Cork	Cement	S.S. "Mercutio," of Penzance.	—	W.S.W. 4	About 3 miles S.S.W. of Sandgate, Kent.
9 Mar.	"Mariner" 22 years.	Newhaven	- - -	Brig, W.	272	8	C. Care	J. H. Bull, Newhaven.	Newhaven	Shields	Ballast	Dutch S.S. "Hispania."	—	— 2	5 miles E. of the Royal Sovereign Lightship, off Sussex.
10 Mar.	"Le Béarnais" 21 years.	France	- - -	Barque, W.	388	12	F. Finkernagel	E. Souberbielle, Nogars, France.	Havre	Cardiff	Ballast	S.S. "Llanberis," of Cardiff.	1	N.E. 1	About 6 miles W. of the Wolf Rock, off Cornwall.
17 Mar.	"Darenth" 10 years.	London	(*a.*) Ll. ✠ 100 A 1. (*b.*) 2.93.	S.S., I.	533	16	T. Hedley	J. F. Fenwick, London.	Shields	London	Coal	S.S. "Roubaix," of London.	—	N.W. 6	About 3 miles S.W. of the Sunk Lightship, off Essex.
18 Mar.	"Isabella" 80 years.	Whitehaven	- - -	Brig, W.	98	4	J. Corlett	J. Bragg, Whitehaven.	Whitehaven	Douglas, Isle of Man.	Coal	S.S. "Bell Rock," of Liverpool.	—	Calm	Near Clay Head, Isle of Man.
21 Mar.	"Emperor" 43 years.	Bridgwater	- - -	Ketch, W.	61	3	O. Cam, Frampton-on-Severn.		Newport, Mon.	Devoran, Cornwall.	Coal	French barque "Duquesne."	—	S.S.E. 4	About 6 miles S.W. by W. of Morte Point, Bristol Channel.
11 April	"Fremantle" Age unknown.	Not registered	- - -	S.S., W.	18	3	- - -	H.M. Customs, London.	Falmouth, for boarding vessels.		Ballast 2 passengers.	S.S. "Rosetta," of Falmouth.	—	E. 4	Carrick Roads, Falmouth, Cornwall.
18 April	"Dogger Bank" 5 years.	Hull	(*a.*) Ll. ✠ 100 A 1 (Trawler). (*b.*) 4.92.	Steam Trawler, I.	55	9	J. Britton	E. Cargill, Hull	Hull, for fishing.		Ballast	Supposed German ship "Thekla."	9	—	About 230 miles E.S.E. of Spurn Point, North Sea.
21 April	"Helen Burns" 20 years.	Teignmouth	- - -	Brigantine, W.	139	7	S. Lamble	J. S. Bearne, Newton Abbot, Devonshire.	Teignmouth	Antwerp	Clay, 1 passenger.	Barquentine "Eliza," of Liverpool.	1 (crew).	E. 5	About 10 miles W. by N. of St. Catherine's Point, Isle of Wight.
23 April	"Duchess" 9 years.	Sunderland	(*a.*) Liv. ✠ A 1 * 1 in red. (*b.*) 8.92.	S.S., I.	1,251	19	W. H. Riches	J. Sanderson, Sunderland.	Bilbao	Sunderland	Iron ore	French S.S. "Venezuela."	—	N.E. 1	About 8 miles W. of the Casquets, English Channel.
23 April	"Fleetwing" 26 years.	Adelaide, S.A.	- - -	Barge, W.	44	About 3	- - -	- - -	Salt Creek, S.A.	Port Adelaide, S.A.	Unknown	Unregistered Colonial cutter "Dalrymple."	—	—	About 3 miles from the Bell Buoy, Entrance to River Adelaide, South Australia.
27 April	"Forest King" Age unknown.	Not registered	- - -	Pilot Lugger, W.	3	3	S. Penn	F. Roberts, Deal	Deal, for cruising.		Ballast	S.S. "Pembrokeshire," of London.	2	E. 4	Near the Gull Buoy, off Kent.
3 May	"Bwlfa" 28 years.	London	(*a.*) Ll. ✠ 90 A 1. (*b.*) 9.92.	S.S., I.	516	16	J. Walker	E. C. Judkins, London.	Dieppe	Sunderland	Ballast	S.S. "Busy Bee," of Newcastle-on-Tyne.	—	N.N.W. 1	About 6 miles E. of Flamborough Head, Yorkshire.
3 May	"Cordova"	Liverpool	(*a.*) Ll. ✠ 100 A 1. (*b.*) 4.93.	Barque, I.	1,111	20	T. I. Gill	G. Wakeham Liverpool.	Sunderland	Iquique	Coal, 6 passengers.	S.S. "Knarwater," of Newcastle-on-Tyne.	—	N.N.E. 2	About 5 miles E. by N. of Sunderland, Durham.

3 May	"George B. Balfour" 7 years.	Barrow -	(*a.*) Ll. ✠100 A 1. (*b.*) 3.93.	Schooner, Iron and Steel.	169	6	— Evans - -	J. Fisher, Barrow	Northfleet -	Barrow -	Cement -	S.S. "City of Khios," of Glasgow.	6	Calm	About 5 miles S.W. ½ W. of Beachy Head, Sussex.
13 May	"Countess Evelyne" 11 years.	Cardiff -	(*a.*) Ll. ✠100 A. 1. (*b.*) 10.92.	S.S., I. -	864	18	J. Evans -	J. A. Ware, Cardiff.	Bilbao -	Cardiff -	Iron ore, 8 passengers	S.S. "City of Hamburg," of Dublin.	24 (16 crew & 8 passengers).	E. 2	Off Trevose Head, Cornwall.
14 May	"Londoner" - - 2 years.	Newcastle-on-Tyne.	(*a.*) Ll. ✠100 A. 1. (*b.*) 1.93.	S.S., Steel -	659	35	A. Cay -	W. D. Stephens, Newcastle-on-Tyne.	London -	Newcastle-on-Tyne.	General, 76 passengers.	S.S. "Sheffield," of Grimsby.	1 (passenger).	S.E. 2	About 4 miles N.W. by N. of the Would Lightship, off Norfolk.
28 May	"Glenholme" - 23 years.	Maryport -	(*a.*) Liv. A 1, 1 in Red. (*b.*) 3.91.	S.S., I. -	532	14	W. Wilson -	W. Hine, Maryport.	Windau, Russia.	Ardrossan -	Sleepers -	Danish S.S. "C. P. A. Koch."	—	N. 2	Sound of Islay, Argyllshire.
5 June	"Albert and Alfred" 24 years.	Not registered	- -	Lugger, W.	6	5	— Cummings -	G. Hide, Eastbourne.	Eastbourne, for fishing.		Ballast -	S.S. "Ogmore," of Dundee.	1	W. by S. 5	1 mile S.S.E. of Beachy Head, Sussex.
8 June	"L. E. Charlewood" 15 years.	Cardiff -	(*a.*) Ll. ✠100 A. 1. (*b.*) 3.93.	S.S., I. -	496	16	T. Ball - -	R. Lee, Cardiff -	Cardiff -	Ferrol, Spain	Coal -	S.S. "Borghese," of Glasgow.	—	E. 1	About 4 miles N.E. by N of the Wolf Rock, off Cornwall.
10 June	"Rougemont" - 11 years.	Cardiff -	(*a.*) Ll. ✠100 A 1. (*b.*) 10.92.	S.S., I. -	988	17	J. Davies -	J. H. Cory, Cardiff.	Blyth - -	Stockholm -	Coal -	S.S. "John Readhead," of Middlesbro'.	—	S.W. 1	About 8 miles S. by E. ½ E. of the Trindelin Lightship, Cattegat.
22 June	H.M.S. "Victoria" - 6 years.	- - -	- - -	S.S., Steel -	10,470	About 649	- - -	- - -	- - -	- - -	Ballast -	H.M.S. "Camperdown."	About 358	—	7 miles from Tripoli, Syria, Mediterranean.

(4) OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1891. 29 Nov.	"Loong Wha" - 9 years.	Shanghai -	- - -	Barque, W.	374	14	A. Herd - -	J. Bannerman and J. Morris, Shanghai.	Nieuchwang	Swatow -	Beans, peas, &c.	Crushed by ice -	—	—	Nieuchwang River Bar, China.
1892. 14 May	"Flora" - - 25 years.	Quebec -	- - -	Steam Tug, W.	25	5	— Dubois -	J. H. Powell, Levis, Canada.	Lower St. Lawrence.	Quebec -	Ballast -	Burnt - -	—	N.E.—	Near Orleans Island, River St. Lawrence, Canada.
20 June	"Laura" - - 9 years.	Guysboro, N.S.	- - -	Schooner, W.	93	4	J. Cousins -	E. Whitman, Canso, N.S.	Canso, N.S.	Halifax, N.S.	Herrings and salt.	Burnt - -	—	S.W. 3	12 miles S. by E. of Liscombe, N.S., N. Atlantic.
21 June	"Reward" - - 2 years.	Windsor, N.S.	- - -	Schooner, W.	83	5	G. E. Lovelace -	R. W. Kinsman, Canning, N.S.	Port of Spain	Delaware Breakwater for orders.	Asphalte -	Leaky; condemned.	—	E.N.E. 9	Caribbean Sea. Condemned at Mayaguez, Porto Rico.
30 June	"Arthur" - - 23 years.	Yarmouth, N.S.	- - -	Brigantine, W.	123	7	T. K. S. Doane -	A. W. Eakins, Yarmouth, N.S.	Martinique	Barbados -	Ballast -	Leaky; condemned.	—	E. by N. 5	7 miles W. of Barbados, Caribbean Sea.
3 July	"Theresa" - - 18 years.	U.S.A. -	- - -	Schooner, W.	195	6	B. Melvin - -	J. H. Lewis, New York.	Chatham, N.B.	- - -	Laths -	Capsized; afterwards towed to Halifax, N.S., and condemned.	5	— 9	Off Sambro, Nova Scotia.

(4) Other Causes—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 14 July	"Chieftain" - - 24 years.	Dundee -	- - -	S.S., W. -	107	36	J. Brown -	R. Kinnes, Dundee.	Dundee, for whaling.		Ballast -	Damaged by ice; abandoned.	—	— 2	Lat. 73° 30′ N., Lon. 11° 40′ W., Arctic Ocean.
11 Aug.	"Isca" - - - 6 years.	Newport, Mon.	- - -	Steam Tug, W.	5	3	J. Jones - -	H. Price, Newport, Mon.	Newport, Mon., for towing.		Ballast -	Burnt - -	—	S.W. 3	Near Sully Island, Glamorganshire.
20 Aug.	"Nymphen" - 19 years.	Norway - -	(*a.*) B. Ver. 3/3 A. 1. 1½ for 6 years from 6.87. (*b.*) 4.89.	Barque, W.	312	9	J. A. Saanum -	J. Boysen, Christiansand, Norway.	Hamburg -	Pernambuco	General -	Damaged by fire; afterwards scuttled and sold as a wreck.	—	W.N.W. 2	About 10 miles S.S.W. of the Nab Lightship, off Sussex. Scuttled at Southampton.
22 Aug.	"Sea King" - 23 years.	Borrowstoness	- - -	Steam Tug, W.	24	4	J. Bryce - -	J. Wilson, Borrowstoness.	Engaged in towing a vessel to sea from Methil.		Ballast -	Accident to machinery; vessel sank.	—	E. 2	About 4½ miles S. by E. of Methil, Firth of Forth.
1 Sept.	"Strathearn" - 17 years.	Liverpool -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 8.91.	Barque, I. -	1,101	19	R. N. Smith -	R. N. Smith & Co. Lim., Liverpool.	Valparaiso -	Carrisal, Chili.	Ballast -	Burnt - -	—	S. 3	About 20 miles N.N.W. of Chanaral, Chili, S. Pacific.
4 Sept.	"Lady Louisa Pennant." 45 year.	Beaumaris -	- - -	Schooner, W.	59	3	H. Williams -	J. Ellis, Bangor	Portmadoc -	Sligo -	Slates -	Leaky, &c. Abandoned and afterwards picked up but condemned.	—	— 9	Off the coast of co. Mayo.
10 Sept.	"Chile" - - 36 years.	Liverpool -	(*a.*) B.Ver. II.Div. 3/3 L. 1.1. from 5.91. (*b.*) 5.91.	Barque, I. -	739	14	J. Kelly -	R. W. Leyland, Liverpool.	Iquique -	The United Kingdom for orders.	Nitrate -	Burnt - -	—	Calm	Off Iquique, Chili, S. Pacific.
19 Sept.	"Donald Ferguson" 19 years.	Pictou, N.S. -	- - -	Barque, W,	584	13	S. Wolfe -	Robb, Brothers, Belfast.	Quebec -	Belfast -	Wood -	Waterlogged and abandoned. Afterwards towed to port and broken up.	—	N.W. 12	Abandoned 20 miles N.E. of Eagle Island Light, co. Mayo. Subsequently towed to Killybegs, co. Donegal.
1 Oct.	"Georgenia" - 11 years.	Guysboro', N.S.	- - -	Schooner, W.	95	5	A. Langlois -	W. Muir, Halifax, N.S.	New Carlisle, Canada.	Boston, Mass.	Railway ties	Burnt - -	—	S.W. 6	Poulamond, co. Richmond, Nova Scotia.
8 Oct.	"Palm Branch" - New.	Not registered	- - -	Fishing coble, W.	3	3	T. M. Hutchinson, Whitby.		River Tees -	Whitby -	Ballast -	Abandoned; subsequently picked up and sold as a wreck.	—	N.W. 6	Near Whitby, Yorkshire.
13 Oct.	"Atlanta" - - 15 years.	Parrsboro', N.S.	- - -	Schooner, W.	37	2	J. George, Parrsboro', N.S.		Bass River, N.S.	Selmah, N.S.	Coal - -	Leaky; condemned.	—	W. 7	Off Economy Point, Cobequid Bay, Nova Scotia.
19 Oct.	"Maggie Willett" 14 years.	St. John, N.B.	- - -	Schooner, W.	148	6	N. Ludlow -	F. S. Bonnell, St. John, N.B.	St. John's, N.F.L.	Cape Breton	Ballast -	Leaky; condemned.	—	N. 9	N. Atlantic. Condemned at Mayaguez, Porto Rico.
4 Nov.	"Norcross - - 8 years.	Fleetwood -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 5.90.	Barque, I. -	897	15 and pilot.	D. D. Roop -	J. N. Ward, Fleetwood.	Philadelphia	Rouen -	Petroleum and naphtha. 1 passenger.	Explosion of petroleum.	9 (crew.)	—	Near Honfleur, River Seine, France.
14 Nov.	"Cubana" - 30 years.	London - -	(*a.*) Ll. ✠* ⩓ 1. (*b.*) 12.91.	Barque, I. -	499	11	P. J. Mallgraf -	J. I. Jacobs, London.	Tilt Cove, N.F.L.	Swansea -	Copper ore -	Leaky, &c.; abandoned. Afterwards picked up derelict and condemned.	—	W. 10	About Lat. 51° 20′ N., Lon. 32° 40′ W., N. Atlantic. Afterwards towed into the Kirkwall.
16 Nov.	"Pretoria" - - 15 years.	London - -	(*a.*) Ll. ✠ 100 A. 1. (*b.*) 6.90.	S.S., I. -	816	18	H. Ross -	J. F. Cohen, London.	Glasgow -	Bordeaux -	Coal -	Burnt - -	1	S.S.W. 9	About 20 miles off Ile de Sein, France, Bay of Biscay.
21 Nov.	"Lunedale" - 24 years.	Sunderland -	(*a.*) Ll. ✠ 90 A. 1. (*b.*) 3.92.	S.S., I. -	1,045	24	W. F. Lorimer -	J. Laing, Sunderland.	Philadelphia	Copenhagen	Wheat -	Accident to machinery; vessel abandoned.	—	E.S.E. 8	Lat. 52° 37′ N., Lon. 26° 20′ W. N. Atlantic.
2 Dec.	"Hazard" - - 19 years.	Newport, Mon.	- - -	Steam Tug, W.	13	5	J. Burn -	A. Bain, N. Shields.	N. Shields, seeking.		Ballast -	Accident to machinery; vessel sank.	—	N.W. 5	10 miles N.E. of Coquet Island, Northumberland.
20 Dec.	"Homesfeld" - 1 year.	Liverpool -	(*a.*) Ll. ✠ 100 A. 1. (*b.*) 3.92.	Barque, Steel	2,873	32 & a stowaway.	J. Shaw -	J. Joyce, Liverpool.	Liverpool -	San Francisco.	Coal - -	Spontaneous combustion of coal cargo.	—	—	Lat. 8° 20′ N., Lon. 116° 30′ W., N. Pacific.

22 Dec.	"Ran" - - 30 years.	Norway -	- - -	Brigantine, W.	134	6	L. Bergström,	Drammen, Norway	Methil, Fifeshire.	Drammen, Norway.	Coal - -	Burnt; supposed ignition of coal gas through contact with a lighted lamp or stove.	—	Calm	½ mile N. of the Bass Rock, Firth of Forth.
25 Dec.	"Minister of Marine" 18 years.	St. John, N.B.	(*a.*) B. Ver. 3/3 A 1.1, for 5 years from 12.90. (*b.*) 11.92.	Ship, W. -	1,648	24	D. Smith -	H. D. Troop, St. John, N.B.	Liverpool -	Rio Janeiro	Coal -	Burnt - -	—	S.E. 4	30 miles S.W. of the South Rock, off co. Down. Afterwards towed to Belfast Lough and scuttled.
1893. 19 Jan.	"Cheshire" - 9 years.	Quebec -	(*a.*) B. Ver. 3/3 L 1.1. for 12 years from 5.85. (*b.*) 8.92.	Barque, W.	1,307	[redacted]	G. E. Crosby -	F. Ross, Quebec	Sourabaya -	Delagoa Bay	Railway sleepers.	Burnt - -	—	S.W. 1	Samarang Road, Java.
28 Jan.	"Clyde" - - 27 years.	Lowestoft -	- - -	Fishing Dandy, W.	24	3	D. Stone -	S. Richards, Lowestoft.	Ymuiden, Holland.	Mandal, Norway.	Ballast -	Leaky; condemned.	—	S. 4	Off Ymuiden, North Sea. Taken to Lowestoft and condemned.
9 Feb.	"Denia" - - 27 years.	Sunderland -	(*a.*) Liv. A 1, subject to biennial survey. (*b.*) 7.92.	S.S., I. -	460	14	J. G. Craggs -	G. Renwick, Newcastle-on-Tyne.	Newcastle-on-Tyne.	Malmo -	Coal -	Crushed by ice -	—	—	Off Tylo Light, Baltic.
19 Feb.	"Corinth" - 23 years.	London - -	(*a.*) Ll. cont. ✠ 13 A 1 from 12.90. (*b.*) 8.92.	Barque, Composite.	614	19	W. T. Littler -	T. B. Walker, London.	Launceston, Tasmania.	London -	Wool and general.	Burnt; supposed spontaneous combustion of cargo (wool).	—	W.N.W. 4	Lat. 49° 30′ S., Lon. 176° E., S. Pacific.
23 Feb.	"J. R. McDonald" - 4 years.	U.S.A. -	- - -	S.S., W. -	286	17	- - -	- - -	Seattle, Oregon.	Vancouver. B.C.	Coal -	Burnt - -	—	S. —	Near Active Pass, British Columbia.
27 Feb.	"Adamantine" - 16 years.	Liverpool -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 10.92.	Barquentine, I.	216	9	H. Yarker -	J. Bowring, Liverpool.	St. John's, N.F.L.	Liverpool -	Fish, oil, &c.	Crushed by ice -	—	W.N.W. 7	Lat. 47° 24′ N., Lon. 47° 30′ W., N. Atlantic.
27 Feb.	"Marion" - - 21 years.	Liverpool -	(*a.*) Ll. ✠ 90 A 1. (*b.*) 2.93.	S.S., I. -	601	15	W. Curwen -	Curwen Brothers, Liverpool.	Grangemouth	Christiania	Coal - -	Crushed by ice -	—	S. 4	½ mile off Lyngoer, Norway.
3 Mar.	"Templemore" - 3 years.	Londonderry	(*a.*) Ll. ✠ 100 A 1. (*b.*) 11.91.	Ship, Steel -	1,648	25	W. Thomson -	R. Dickie, Glasgow.	Wallaroo, S.A.	English Channel for orders.	Wheat, 1 passenger.	Crushed by ice -	2 (crew)	N.N.W. 6	Lat. 50° 20′ S., Lon. 50° 40′ W., S. Atlantic.
3 Mar.	"Well Park" - 5 years.	Greenock -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 9.92.	S.S., Steel -	422	14	E. Jones -	J. Denholm, Greenock.	Leith -	Christiania.	Coal -	Damaged by ice; abandoned.	—	—	Christiania Fiord, Norway.
4 Mar.	"Aldwyth" - 9 years.	St. John, N.B.	- - -	Brigantine, W.	218	7	A. McLean -	F. S. Bonnell, St. John, N.B.	Aux Cayes, Hayti.	Providence, Rhode Island.	Logwood -	Leaky; loss of sails, &c.; condemned.	—	— 10	Lat. 31° N., Lon. 74° W., N. Atlantic. Condemned at Nassau, Bahamas.
6 Mar.	"Percy H. Reed" - 9 years.	Digby, N.S. -	- - -	Schooner, W.	148	6	W. F. Spurr -	P. H. Reed, Bear River, N.S.	Bear River, N.S.	Barbados -	Boards -	Dismasted; condemned.	—	N.W. 10	Lat. 28° 30′ N., Lon. 57° 30′ W., N. Atlantic.
12 Mar.	"Minerva" - - 83 years.	Workington -	- - -	Brigantine, W.	71	4	T. Mullan -	J. Mullan, Belfast.	Belfast -	Irvine -	Grain and beans.	Damaged by fire; broken up.	—	W. 2	10 miles E. of Pladda, Firth of Clyde.
18 Mar.	"Fidget" - - 21 years.	Gt. Yarmouth	- - -	Dandy, W. -	36	6	S. Halfnight -	H. Sheppard, Gt. Yarmouth.	Gt. Yarmouth, for fishing.		Ballast -	Explosion of boiler of steam capstan; vessel abandoned on fire.	—	N.W. 7	85 miles N.E. by E. of Great Yarmouth, North Sea.
26 Mar.	"Britannia" - - 21 years.	Newport, Mon.	- - -	Steam Tug, W.	11	5	H. Ford -	W. H. Caple, Cardiff.	Cardiff, seeking.		Ballast -	Burnt - -	—	Calm	Fontigary Bay, Glamorganshire.
27 Mar.	"Castlegate" - 10 years.	Liverpool -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 12.91.	S.S., I. -	1,146	24	T. M. Milne -	R. H. Wesencraft, Newcastle-on-Tyne.	Dantzic -	Philadelphia	Sugar - -	Damaged by ice; abandoned.	—	N.W. 2	Lat. 48° N., Lon. 47° 30′ W., N. Atlantic.
31 Mar.	"King James" - 1 year.	Glasgow -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 5.92.	Barque, Steel	2,178	32	W. S. Drummond	J. A. Walker, Glasgow.	Newcastle, N.S.W.	San Francisco	Coal -	Spontaneous combustion of cargo.	11	N. —	Lat. 34° 52′ N., Lon. 123° W., N. Pacific.
17 Apr.	"Khiva" - - 20 years.	Bombay -	- - -	S.S., I. -	1,452	79	H. Shumacker -	Haji Kassam Joosab and J. M. Soolemon, Bombay.	Bombay -	Jeddah -	General, 979 passengers (pilgrims).	Burnt - -	Supposed 20 (pasngrs.)	W. 2	Lat. 14° 52′ N., Lon. 55° 54′ E., Arabian Sea.
22 Apr.	"Ariel" - - 20 years.	Not registered	- - -	Fishing Lugger, W.	18	8	J. Cottrell,	Baltimore, co. Cork.	Lying at Church Strand, Baltimore, co. Cork.		Ballast -	Burnt - -	—	S.S.E. 5	Church Strand, Baltimore, co. Cork.
17 May	"Nautilus" - 32 years.	Cork - -	- - -	Yacht (Cutter), W	26	None on board.	- - -	W. Hawes, Queenstown. co. Cork.	Lying in Queenstown Harbour, co. Cork.		Ballast -	Jammed between pier and breakwater; broken up.	—	Calm	Queenstown Harbour, co. Cork.

(4.) Other Causes—*continued.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1893. 26 May	"Glengarry" - 20 years.	Liverpool -	(*a.*) Ll. ✠ 100 A 1. Liv. A 1 *1 in Red. (*b.*) 6.92.	Ship, I. -	1,769	28	J. Barrow -	E. Powell, Liverpool.	Calcutta -	Hull - -	Wheat and linseed.	Dismasted & abandoned. Afterwards picked up and towed to port, but was condemned.	—	W.N.W. 10.	110 miles S. of Ridge Lightship, Bay of Bengal.
28 May	"Lucania" - - 7 years.	Windsor, N.S.	(*a.*) B. Ver., 3/3. L. 1. 1. for 12 years from 5.86. (*b.*) 8.92.	Ship, W, -	1,774	24	R. Gibson - -	C. De W. Smith, Windsor, N.S.	Calcutta -	New York -	Jute, cutch and saltpetre. 1 passenger.	Burnt - - -	—	S.E. 5	40 miles S.E. of Cape Agulhas, Indian Ocean. Run ashore and scuttled near Simon's Town, Cape Colony.
30 May	"Wave Queen" - 37 years.	Milford - -	- - -	Ketch, W.	34	2	F. P. Vittle -	Mrs. A. Vittle, Milford Haven.	Milford Haven.	Abercastle, Pembrokeshire.	General (including lime).	Spontaneous combustion of cargo (lime).	—	S.E. 4	Pembroke Quay, Milford Haven, Pembrokeshire.

(5) MISSING VESSELS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. o Lives Lost.	When last heard of or seen.
1891. —	"Alvin Kelly" - 17 years.	Shelburne, N.S.	(*a*) B.Ver., 5/6 A. 1. 1. for 5 years from 11.90. (*b.*) 11.90.	Brigantine, W.	327	8	S. L. Oliver - -	T. Johnson, Lockeport, N.S.	New York - -	Santos - -	General - -	8	Not heard of since sailing on 10th October 1891.
1892. —	"Mary and Martha" 28 years.	Chester - -	- - -	Schooner, W.	77	4	J. Edwards - -	H. Carter, Connah's Quay, Flintshire.	Runcorn - -	Charlestown, Cornwall.	Coal - -	4	Not heard of since sailing on 11th February 1892.
—	"Madeira" - - 14 years.	Glasgow -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 7.91.	Barque, I. -	845	16	J. Korff - -	P. Denniston, Glasgow.	Tacoma, Ore on -	United Kingdom for orders.	Wheat - -	16	Not heard of since sailing on 13th February 1892.
—	"Guiding Star" - 24 years.	Sunderland -	(*a.*) Ll. ✠ A 1. in Red S.S. 85—7 years. (*b.*) 9.90.	Barque, W.	349	10	R. Humphrey -	J. Winship, Newcastle-on-Tyne.	Cardiff - -	Pernambuco -	Coal - -	10	Not heard of since sailing on 15th February 1892.
—	"Royal Arch" - 24 years.	Liverpool -	(*a.*) B.Ver., 5/6 A.1.1. for 5 years from 1.91. (*b.*) 1.91.	Barque, W.	345	10	J. Jenkins - -	D. Jenkins, Aberarth, Cardiganshire.	Cardiff - - -	Buenos Ayres -	Coal - -	10	Not heard of since sailing on 3rd March 1892.
—	"Osman Pacha" - 14 years.	London - -	(*a.*) Ll. 9 A 1. from 12.89. (*b.*) 9.91.	Barque, W.	497	14	T. Mellis - -	G. A. Macbeth, Glasgow.	Newcastle, N.S.W.	Mauritius. -	Coal - -	14	Not heard of since sailing on 14th March 1892.
—	"Maggie Mc" 10 years.	Victoria, B.C.	- - -	Schooner, W.	71	Suppsd. 3	. - -	J. Dodd, Victoria, B.C.	- - -	- - -	Unknown - -	Supposed 3	Not heard of since sailing on 18th March 1892.
—	"Nation" - - 1 year.	Liverpool -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 7.91.	Barque, Steel	2,401	28	R. Wynne - -	W. Thomas, Liverpool.	Rangoon - -	United Kingdom for orders.	Rice - -	28	Not heard of since sailing on 24th March 1892.
—	"Ben Douran" - 11 years.	Glasgow -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 5.91.	Barque, I, -	1,871	27	A. Campbell -	H. J. Watson, Glasgow.	San Francisco -	English Channel, for orders.	Barley - -	27	Not heard of since being seen in the S. Pacific on 24th April 1892.
—	"Knight Companion." 27 years.	Liverpool -	(*a.*) Ll. ✠ ⩓ 1. (*b.*) 3.92.	Ship, I. -	1,470	25	W. Davies - -	J. Davison, Liverpool.	Cardiff - -	Iquique - -	Patent fuel -	25	Not heard of since being spoken in Lat. 9° S., Lon. 32° W. on 27th April 1892.
—	"Duke of Abercorn" 23 years.	London - -	(*a.*) Ll. Cont. 13 A 1 from 12.88. (*b.*) 4.92.	Ship, Composite.	1,059	21	W. McDougall -	H.E. Montgomerie, London.	Cardiff - -	Callao - -	Coal, 3 passengers -	24 (21 crew and 3 passrs.).	Not heard of since being spoken in Lat. 15° N., Lon. 26° W. on 21st May 1892.
—	"Louie" - - 10 years.	Sydney, N.S.W.	- - -	Schooner, W.	92	6	G. Bell - -	A. O. Carter, Auckland, N.Z.	Lyttelton, N.Z. -	Auckland, N.Z. -	Grain - -	6	Not heard of since sailing on 28th May 1892.
—	"Ashbank" - - 1 year.	Glasgow -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 1.92.	Barque, Steel	2,174	33	J. Oats - -	A. Weir, Glasgow.	Port Elizabeth -	Newcastle N.S.W.	Ballast, 1 passngr.	34 (33 crew and 1 passgr.).	Not heard of since sailing on 31st May 1892.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

—	"Royal Alfred" - 29 years.	Liverpool -	(a.) Ll. ✠ 100 A. 1. Liv. A. 1. in Red. (b.) 11.90.	Barque, I. -	1,183	21	J. Low -	H. Fernie, Liverpool.	Talcahuano -	Queenstown for orders.	Wheat -	21	Not heard of since sailing on 20th July 1892.
—	"Clara" - 15 years.	Padstow -	(a.) Ll. Cont. 7. A. 1. from 4.87. (b.) 7.91.	Schooner, W.	90	5	G. Trembeth -	J. P. Dunstan, St. Columb, Cornwall.	Tayport -	St. John's, N.F.L.	Coal, 2 passengers.	7 (5 crew and 2 passengers.)	Not heard of since sailing on 10th August 1892.
—	"Payta" - 25 years.	Bristol -	(a.) Ll. ✠ * A 1. (b.) 1.92.	Barque, I. -	554	14	W. R. Oakford -	T. Edwards, Bristol.	Pisagua -	The English Channel for orders.	Nitrate of soda -	14	Not heard of since being spoken in Lat. 37° S. Lon. 88° W. on 16th August 1892.
—	"Reason" - 11 years.	St. John's, N.F.L. -	- - -	Schooner, W.	40	10	- - -	C. R. Ayre, St. John's, N.F.L.	Labrador, for fishing.		Ballast -	10	Not heard of since 15th August 1892.
—	"Friar's Crag" 1 year.	Whitehaven -	(a.) Ll. ✠ 100 A. 1. (b.) 3.92.	Barque, Steel	1,335	23	G. Waddell -	W. S. Kennaugh, Whitehaven.	Newcastle, N.S.W.	Iquique -	Coal -	23	Not heard of since sailing on 21st September 1892.
—	"Minnie Young" 8 years.	Sydney, N.S.W.	- - -	Schooner, W.	89	8	A. McKenzie -	S. Johnston, Bundaberg, Queensland.	Newcastle, N.S.W.	Townsville, Queensland.	Coal -	8	Not heard of since sailing on 22nd September 1892.
—	"Talbot" - 41 years.	London -	- - -	Brig, W. -	170	10	S. Putt -	T. H. Newman, London.	Oporto -	Gaultois, N.F.L.	Salt, &c.	10	Not heard of since sailing on 24th September 1892.
—	"Cashier" - 5 years.	Lunenburg, N.S.	- - -	Schooner, W.	107	19	- - -	W. N. Reinhardt, Lunenburg, N.S.	La Have, N.S., for fishing.		Ballast -	19	Not heard of since sailing in September 1892.
—	"Selma" - 25 years.	Newcastle-on-Tyne.	(a.) Ll. ✠ A. 1. in Red. (b.) 10.91.	Barque, W.	349	9	J. A. Bach -	D. F. C. Beck, N. Shields.	Dalhousie, N.B. -	Glasgow -	Deals -	9	Not heard of since sailing on 12th October 1892.
—	"James Arthur" 2 years.	Halifax, N.S. -	- - -	Schooner, W.	109	5	C. Wilson -	P. McLaughlin, Parrsboro', N.S.	St. John's, N.F.L.	Sydney, C.B. -	Ballast -	5	Not heard of since sailing on 18th October 1892.
—	"Janet Storm" 2 years.	Inverness -	(a.) Ll. ✠ 100 A. 1. (b.) 10.90.	Schooner, W.	98	5	A. Storm -	J. Storm, Glasgow	Hartlepool -	Fraserburgh -	Coal -	5	Not heard of since sailing on 19th October 1892.
—	"Trader" - 35 years.	Liverpool -	- - -	Schooner, W.	81	4	W. Gosnell -	J. Sealy, Clonakilty, co. Cork.	Newport, Mon. -	Clonakilty, co. Cork.	Coal -	4	Not heard of since sailing on 20th October 1892.
—	"Morayshire" 17 years.	Glasgow -	(a.) Ll. ✠ 100 A 1. (b.) 3.91.	Ship, I. -	1,423	25	— Mowatt -	J. Law, Glasgow -	Pekalongan, Java	Vancouver -	Sugar -	25	Not heard of since leaving Samarang on 22nd October 1892.
—	"Secret" - New.	Not registered	(a.) Ll. ✠ A. 1. for tug and river purposes, (b.) 10.92.	Steam Tug, Steel.	3	6	H. Hesketh -	Soundy and Sons, London.	Lytham, Lancashire.	London -	Ballast, 3 passengers.	9 (6 crew and 3 passengers.)	Not heard of since sailing on 25th October 1892.
—	"Effort" - 31 years.	Grimsby -	- - -	Dandy, W. -	45	4	W. Appleyard,	Clethorpes, Lincolnshire.	Grimsby, for fishing.		Ballast -	4	Not heard of since sailing on 8th November 1892.
—	"Weaver Belle" 16 years.	St. John's, N.F.L.	- - -	Schooner, W.	98	Supposed 6	G. F. Smith, St. John's, N.F.L.		Trapani, Italy -	St. John's, N.F.L.	Salt - -	Supposed 6	Not heard of since sailing on 19th November 1892.
—	"Oinara" - 17 years.	Grimsby -	- - -	Dandy, W. -	77	5	W. Owen -	The Great Grimsby Ice Co. Lim., Grimsby.	Grimsby, for fishing.		Ballast -	5	Not heard of since sailing on 23th November 1892.
—	"May Newton" 15 years.	Sydney, N.S.W.	- - -	Brigantine, W.	214	8	R. Newton -	A. Newton, Manning River, N.S.W.	Strahan -	Maryborough, Queensland.	Silver ore, &c., 1 passenger.	9 (8 crew and 1 passenger.)	Not heard of since sailing on 2nd December 1892.
—	"Sarah Bragg" 44 years.	Whitehaven -	- - -	Schooner, W.	71	4	J. Gillead -	J. Bragg, Whitehaven.	Whitehaven -	Douglas, Isle of Man.	Coal, 1 passenger.	5 (4 crew and 1 passenger.)	Not heard of since being seen off St. Bees Head on 2nd December 1892.
—	"Colwyn" - 15 years.	London -	(a.) Ll. ✠ 100 A 1. (b.) 6.92.	Barque, I. -	1,160	19	— Lanzharme -	J. P. Traill, London.	Newcastle, N.S.W.	Valparaiso -	Coal -	19	Not heard of since sailing on 5th December 1892.
—	"Muriel" - 14 years.	St. John's, N.F.L.	- - -	Barquentine, W.	153	3	R. Joy - -	J. Rorke, Carbonear, N.F.L.	Alicante -	Carbonear, N.F.L.	Salt - -	8	Not heard of since sailing on 7th December 1892.

(5) MISSING VESSELS—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	When last heard of or seen.
1892. —	"Donati" 26 years.	Liverpool	- - -	S.S., I.	855	26	E. J. Williams	A. Coote, Newcastle-on-Tyne.	New York	Oporto	Grain	26	Not heard of since sailing on 10th December 1892.
—	"Kermandie" 9 years.	Melbourne	- - -	Ketch, W	37	3	A. Henreksen	L. Henderson, Melbourne.	Rhyll	Melbourne	Unknown	3	Not heard of since being seen on 10th December 1892.
—	"Rosevear" 14 years.	St. John's, N.F.L.	(*a.*) Ll. cont. 8 A 1. from 1.90. (*b.*) 6.91.	Brigantine, W.	167	9	M. Parsons	J. Munn, Harbor Grace, N.F.L.	Trapani. Sicily	Harbor Grace, N.F.L.	Salt	9	Not heard of since sailing on 31st December 1892.
—	"Agnes Rose" 17 years.	Newcastle, N.S.W.	- - -	Ketch, W.	35	3	- - -	Mrs. S. Lloyd, Ultimo, N.S.W.	Sydney, N.S.W.	Port Stephens, N.S.W.	General	3	Not heard of since sailing in December 1892.
1893. —	"H. K. Richards" 16 years.	Annapolis, N.S.	- - -	Schooner, W.	32	3	— Robinson	B. Dolan, Annapolis, N.S.	Joggins, N.S.	Annapolis, N.S.	Unknown	3	Not heard of since sailing on 1st January 1893.
—	"Juno" 18 years.	Truro, N.S.	- - -	Barque, W.	958	14	W. Brown	T. G. McMullen, Truro, N.S.	Halifax, N.S.	Queenstown for Orders.	Wooden goods	14	Not heard of since sailing on 16th January 1893.
—	"Nile" 18 years.	Not registered	- - -	Lugger, W.	5	3	W. J. Bowden	F. Bowden, Porthleven, Cornwall.	Porthleven, for fishing.		Ballast	3	Not heard of since sailing on 25th January 1893.
—	"Iona" Age unknown,	Not registered	- - -	Fishing boat, W.	1	2	D. Anderson	J. Anderson, Port Ellen, Islay.	Port Ellen, Islay, for fishing.		Ballast	2	Not heard of since sailing on 28th January 1893.
—	"Naronic" New.	Liverpool	- - -	S.S., Steel	4,222	74 including 17 cattlemen (on articles).	W. Roberts	The Oceanic S. N. Co., Lim., Liverpool.	Liverpool	New York	General, 3 passengers.	77 (74 crew and 3 passengers).	Not heard of since sailing on 11th February 1893.
—	"Charlotte" 8 years.	Not registered	- - -	Lugger, W.	25	10	D. Gunn, Wick.		Wick, for fishing.		Ballast	10	Not heard of since sailing on 13th February 1893. (Supposed lost between Noss Head and the Pentland Skerries.)
—	"Gowanburn" 7 years.	Greenock	(*a.*) Ll. ✠ 100 A 1. (*b.*) 7.92.	Barque, Steel	2,000	30	W. Gerhardt	J. H. Shankland, Greenock.	Newcastle, N.S.W.	San Francisco	Coal, 3 passengers	33 (30 crew and 3 passengers).	Not heard of since sailing on 15th February 1893.
—	"Maile" 9 years.	Auckland, N.Z.	(*a.*) Ll. 9 A 1. (*b.*) 7.91.	Schooner, W.	237	10	W. S. Lane	T. Lane, Whangaroa, N.Z.	Launceston, Tas.	Auckland, N.Z.	Ballast, 2 passengers.	12 (10 crew and 2 passengers).	Not heard of since sailing on 15th February 1893.
—	"Northern Star" 18 years.	Auckland, N.Z.	- - -	Barque, W.	327	8	J. McKenzie	G. T. Niccol, Auckland, N.Z.	Hokianga, N.Z.	Wellington, N.Z.	Timber	8	Not heard of since sailing on 20th February 1893. (Hull washed ashore at Kaipara, N.Z.
—	"Noranside" 18 years.	Newcastle-on-Tyne.	(*a.*) Ll. ✠ 90 A 1. (*b.*) 4.93.	S.S., I.	628	15	C. Harrison	G. Reid, Newcastle-on-Tyne.	Blyth	Dantzic	Coal	15	Not heard of since sailing on 11th April 1893.
—	Eddy 9 years.	Charlottetown, P.E.I.	- - -	Schooner, W.	65	Supposed 3	- - -	J. Laird, New Glasgow, P.E.I.	Rustico, P.E.I.	Pictou, N.S.	Unknown	Supposed 3	Not heard of since sailing on 15th April 1893.
—	"Ripley Ropes" 24 years.	Charlottetown, P.E.I.	- - -	Schooner, W.	53	Supposed 3	- - -	D. Sutherland, New London, P.E.I.	Rustico, P.E.I.	Pictou, N.S.	Unknown	Supposed 3	Not heard of since sailing on 25th April 1893.
—	"Thomas" 30 years.	Liverpool	- - -	Schooner, W.	64	3	H. Jones	J. Hughes, Rhyl	Swansea	Belfast	Coal	3	Not heard of since sailing on 26th June 1893.

APPENDIX C.—Table 2.—Detailed Statement of Sea Casualties, involving PARTIAL LOSS OF VESSEL with LOSS OF LIFE, which occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred to British Vessels Abroad, or to British or Foreign Vessels on or near the Coasts of British Possessions Abroad, in three divisions, viz.: (1) Strandings, (2) Collisions, and (3) Casualties from Other Causes.

(1) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 23 Aug.	"Sanspareil" - Age unknown.	Not registered	- - -	Yacht (Cutter), W.	3	4	J. H. French, Littlehampton.		Bognor, for a pleasure trip.		Ballast -	1	N.N.E. 2	Near Thorney Coastguard Station, Sussex.
14 Oct.	"St. Patrick" - Age unknown.	Not registered	- - -	Fishing Boat (Lug Sail), W.	2	2	P. Branley - -	J. Grady, Ballinacourty, co. Galway.	Parkmore, co. Galway.	Ballinacourty, co. Galway.	Ballast -	1	N.E. 7	Kinvarra Bay, co. Galway.
21 Oct.	"Viscount Castlereagh" 14 years.	Sunderland -	(a.) Ll. ✠ 90 A 1. (b.) 9.92.	S.S. I. -	416	14	J. Bowman -	The Marquis of Londonderry, Wynyard Park, Durham.	Seaham -	Dunkirk -	Coal -	1	W.N.W. 7	Dunkirk, France.
23 Dec.	"Civil Service No. 7" 2 years.	Not registered	- - -	Lifeboat, W.	10	15	H. Williams -	The Royal National Lifeboat Institution, London.	Kingstown -	Dublin Bay	Ballast -	1	S.E. 8	West Pier, Kingstown Harbour, co. Dublin.
1893. 3 Apr.	"T. E. Forster" - 27 years.	Newcastle-on-Tyne.	(a.) Ll. ✠ 90 A 1. (b.) 6.92.	S.S., I. -	498	16	J. Keys - -	H. Scott, Newcastle-on-Tyne.	The Tyne -	Aalborg, Jutland.	Coal -	1	W.N.W. 5	10 miles S.W. of Hantsholman, Jutland, Denmark.
16 May	"McDarra" - - 12 years.	Not registered	- - -	Pookawn, W. (Trading).	6	3	J. Connecelly -	M. Connecelly, Letterard, co. Galway.	Roundstone, co. Galway.	Letterard, co. Galway.	Ballast -	1	S.E. Squally	Letterard, co. Galway.
30 May	"Sea Mew" - - 1 year.	Not registered	- - -	Fishing Boat, W.	About 10	3	J. P. O'Kelly, Kilkerrin Bay, co. Galway.		Ardmore, co. Galway, for fishing.		Ballast -	1	N.W. 5	Near Ardmore Point, Galway Bay.

(2) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 20 Aug.	"Octavia," - - 13 years.	Ramsgate -	- - -	Dandy W. -	39	5	D. Atkins, Lowestoft.		Lowestoft, for fishing.		Ballast, 1 passenger.	A sailing vessel, name unknown.	1 (crew)	N.W. 4	About 10 miles E. by S. of Lowestoft, Suffolk.
8 Oct.	"Premier" - - 5 years.	Victoria, B.C.	- - -	S.S., Steel -	497	About 20	- - -	The Canadian Pacific Navigation Co., Lim., Victoria, B.C.	- - -	- - -	Unknown -	American S.S. "Willamette."	4	—	Near Whidbey Island, Washington Territory, U.S.A.
11 Oct.	"Emma Mizzen" - 6 years.	Rochester -	- - -	Topsail Barge, W.	50	3	A. Mizzen -	Mrs. M. A. Tuff, Rochester.	Maldon -	London -	Hay and straw, 1 passenger.	German S.S. "Rheinstein."	1 (crew)	Calm	About ½ mile above Coalhouse Point, Gravesend Reach, River Thames.
1 Dec.	"Valentine" - 22 years.	Gt. Yarmouth	- - -	Dandy, W.	39	6	G. Rising -	E. A. Durrant, Gt. Yarmouth.	Gt. Yarmouth, for fishing.		Ballast -	Dandy "Will Morgan" of Gt. Yarmouth.	1	W. by N. 5	Swarte Bank, North Sea.
9 Dec.	"Zambesi" - - 19 years.	Shanghai -	(a.) Ll. ✠ 100 A 1. (b.) 4.91.	S.S., I. -	1,565	56	G. J. Edwards -	J. Tulloch, Shanghai.	Yokohama -	Hong Kong	General, 148 passengers.	Japanese S.S. "Hokumon Maru."	1 (crew)	Variable	Tokio Bay, Japan.
1893. 18 June	"Temeraire" - Age unknown.	Not registered	- - -	Yacht (Cutter), W.	About 5	3	- - -	- - -	Malta, for a pleasure trip.		Ballast -	S.S. "Sutlej" of Barrow.	2	Variable 2	Off St. Elmo Light, Malta.
23 June	"No. 3 R.T.C." - 36 years.	Not registered	- - -	Hopper, W.	About 200	2	W. Richardson	The River Tyne Commissioners.	Returning to the Tyne after discharging rubbish (in tow).		- - -	S.S. "Zenobia" of London.	1	N. 7	About 100 yards E. of the North Pier Buoy, entrance to River Tyne.

(3) CASUALTIES FROM OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1891. 13 Sept.	"Closeburn" - 10 years.	Glasgow -	(a.) Ll. ✠100 A 1. (b.) 7.91.	Barque, I. -	866	36	- - -	T. C. Guthrie, Glasgow.	Newcastle, N.S.W.	Valparaiso' and Aberdeen.	Coal and general.	Decks swept -	1	— 8	Lat. 34° 30′ S., Lon. 15° E., S. Atlantic.
13 Sept.	"Timandra" - 6 years.	Glasgow -	(a.) Ll. ✠100 A 1. (b.) 4.89.	Ship, I. -	1,500	29	H. Mouatt -	G. F. Smith, St. John, N.B.	Calcutta -	New York -	Unknown -	Decks swept -	1	— 9	Lat. 35° S., Lon. 22° W., S. Atlantic.
6 Oct.	"Lizzie Bell" - 16 years.	Liverpool -	(a.) Ll. ✠ 100 A 1. (b.) 8.91.	Barque, I. -	1,036	21	— Edwards -	P. Iredale, Liverpool.	Coquimbo -	Liverpool -	General -	Bolt broken -	1	—	Lat. 46° 44′ N., Lon. 10° 38′ W., N. Atlantic.
15 Nov.	"Argyleshire" - 21 years.	Glasgow -	(a) Ll. ✠ * ⩓ 1. (b.) 9.91.	Barque, I. -	708	17	W. Chalmers -	J. & W. Law, Glasgow.	Glasgow -	Puget Sound	General -	Spanker boom carried away, &c.	1	S.W. 9	Lat. 35° 3′ S., Lon. 50° 50′ W., S. Atlantic.
18 Dec.	"Andreta" - - 8 years.	St. John, N.B.	(a.) Ll. ✠100 A 1. B. Ver. I. Div. L. 1.1 from 3.91. (b.) 8.91. 8.91.	Ship, I. -	1,703	27	T. Pengrine -	E. Roberts, Liverpool.	Tacoma -	Gloucester -	Ballast -	Loss of sails -	1	S.W. 8	Lat. 35° 10′ S., Lon. 28° 50′ E., Indian Ocean.
20 Dec.	"Ganeshprasad" - 8 years.	British India (not registered)	- - -	Pattimar, W.	71	15	- - -	- - -	Bombay -	Alleppy -	Salt - -	Damaged by lightning.	1	— 10	Off Alleppy, W. Coast of India.
1892. 27 Feb.	"Lord Salisbury" - 8 years.	Hull - -	- - -	Ketch, W. -	92	5	F. Mears -	The Hull Steam Fishing and Ice Co., Hull.	Hull, for fishing,		Ballast -	Decks swept -	1	W.S.W. 7	225 miles E.N.E. of Spurn Point, North Sea.
5 Mar.	"Celtic Monarch" 8 years.	Liverpool -	(a.) Ll. ✠100 A 1. Liv. A 1*1 in Red. (b.) 1.92.	Ship, I. -	2,073	29	G. Morrison -	R. Hughes-Jones. Liverpool.	London -	Melbourne -	Cement -	Loss of sails, &c. -	1	N.W. 9	Lat. 29° N., Lon. 18° W., N. Atlantic.
6 Mar.	"Mabel" - - 15 years.	Charlottetown, P.E.I.	(a.) Ll. Cont. 7. A 1. from 7.87. (b.) 2.92.	Barque, W.	719	13	C. Bruer -	T. P. Richards Swansea.	Barry -	Rio Janeiro	Coal -	Decks swept -	1	N.W. 9	Lat. 38° 4′ N., Lon. 17° 23′ W., N. Atlantic.
6 Mar.	"Reigate" - - 30 years.	Swansea -	(a.) Ll. ✠ * ⩓ 1. (b.) 1.91.	Ship, I. -	1,035	19	D. Jones -	W. B. Jones, Swansea.	Birkenhead	Callao and Lima.	Coal -	Decks swept -	1	N.N.W. 11	Lat. 36° 20′ N., Lon. 16° 30′ W., N. Atlantic.
18 Apr.	"Gellivara" - - 4 years.	London -	(a.) Ll. ✠100 A. 1. (b.) 9.91.	S.S., Steel -	1,675	34	G. Thomsen -	Angier Brothers, London.	Barry -	BuenosAyres	Coal -	Boiler explosion -	1	—	Near Buenos Ayres, S. Atlantic.
3 June	"Loch Vennachar" 17 years.	Glasgow -	(a.) Ll. ✠100 A 1. (b.) 10.90.	Ship, I. -	1,485	34	W. H. Bennett	G. K. Kidston, Glasgow.	Glasgow -	Melbourne -	General, 9 passengers.	Loss of masts, Decks swept, &c.	1	N.E. 10	Lat. 39° 55′ S., Lon. 17° 20′ E, S. Atlantic.
4 June	"Freuchny" - 17 years.	Banff - -	(a.) Ll. Cont. ✠3. A 1 from 4.90. (b.) 9.91.	Barque, W.	325	15	V. E. Smith -	A. Hendry, Buckie.	Barbados -	Liverpool -	Sugar -	Breaking of foot rope.	1	—	Lat. 47° 12′ N., Lon. 20° W., N. Atlantic.
23 June	"Vandalia" - - 9 years.	London -	(a.) B. Ver. 3/3. L. 1.1. for 12 years from 9.83. (b.) 4.92.	Ship, W. -	1,425	21	H. H. Hatfield -	A. E. Kinnear, London.	Calcutta -	Demerara -	Rice -	Leaky, decks swept, &c.	1	W.N.W. 10	Between Cape Recife and Cape Agulhas, Indian Ocean.
2 July	"Casablanca" - 24 years.	Liverpool -	(a.) Ll. ✠ * ⩓ 1. (b.) 10.91.	Barque, I. -	569	20	- - -	J.C. Page. Liverpool.	Pisagua -	The English Channel for orders.	Nitrate -	Decks swept -	2	N.E. 9	Lat. 46° S., Lon. 88° W., S. Pacific.
4 July	No name - - Age unknown.	Not registered	- - -	Coastguard Boat (Lug), W.	About 3	4	T. Hankey -	The Admiralty -	Palling -	Winterton -	Coastguard stores.	Capsized - -	1	W. squally.	Off Winterton, Norfolk.
11 July	"Echo" - - 9 years.	St. John, N.B.	(a.) B. Ver. 3/3. A. 1.1. for 11 years from 10.83. (b.) 3.92.	Brigantine, W.	354	8	E. Lewis -	R. E. Elkin, St. John, N.B.	Mauritius -	Falmouth -	Sugar -	Decks swept -	1	N.W. 10	Lat. 53° 38′ S., Lon. 27° 21′ E., Indian Ocean.

11 July	"Lillian Morris" - 17 years.	Newport, Mon.	(*a.*) Ll. ✠100 A 1. (*b.*) 4.92.	Barque, I. -	769	18	W. Sharp - -	T. Benyon, Newport, Mon.	Leith - -	Buenos Ayres.	Coal -	Loss of masts, sails, &c.	1	— 12	Lat. 27° S., Lon. 42° W., S. Atlantic.
12 July	"Franklin" - 2 years.	London - -	(*a.*) Ll. ✠100 A 1. (*b.*) 6.92.	S.S., Steel -	1,398	24	H. Kennedy -	A. Holland, London.	Cardiff -	Buenos Ayres.	Coal - -	Decks swept -	1	S.S.W. 10	About Lat. 28° S., Lon. 41° W., S. Atlantic.
16 July	"Arnguda" - - 11 years.	Pictou, N.S. -	(*a.*) B. Ver. 3/3, L. 1.1. for 13 years from 11.81. (*b.*) 4.90.	Barque, W.	978	16	J. Green - -	J. W. Carmichael, New Glasgow N.S.	Iloilo - -	St. John, N.B.	Sugar - -	Leaky, loss of masts, &c.	1	— 12	Lat. 34° 52′ S., Lon. 27° 10′ E., Indian Ocean.
17 July	"Everest" - - 14 years.	Yarmouth, N.S.	(*a.*) B. Ver. 3/3, L. 1.1. for 6 years from 7.88. (*b.*) 1.89.	Ship, W. -	1,680	22	C. Hibbert -	W. D. Lovitt, Yarmouth, N.S.	Sydney, N.S.W.	Liverpool -	Shale - -	Decks swept -	1	S.W. 9	Lat. 56° 45′ S., Lon. 77° W., S. Pacific.
20 July	"No. 2" - - Age unknown.	Not registered	- - -	Lifeboat, W.	2	13	N. Hinchley -	The Mersey Docks and Harbour Board, Liverpool.	Liverpool, to a ship in distress.		Ballast -	Capsized - -	3	N.W. 11	Liverpool Bar.
22 July	"Princess Alexandra" 29 years.	Glasgow -	(*a.*) Ll. ✠ ⩓ 1. (*b.*) 10.90.	S.S., I. -	292	15	J. Buchanan -	J. Gaff, Glasgow	Cette - -	Glasgow -	Empty Casks.	Rail, &c. damaged by explosion of a socket signal.	1	Calm	About 4 miles N.E. by N. of Ailsa Craig, Firth of Clyde.
23 July	"Conductor" - 12 years.	Windsor, N.S.	- - -	Barque, W.	1,663	15	R. Lee - -	C. R. Burgess, Wolfville, N.S.	New York -	Dunkirk -	Petroleum -	Wire rope carried away.	1	—	Near Staten Island, New York, U.S.A.
28 July	"Lizzie" - - Age unknown.	Not registered	- - -	Lug Sail (Hoveller), W.	About 2	2	W. Guppy, Barry.		Barry, seeking.		Ballast -	Capsized - -	1	N.E. 6	Off Barry Pierhead, Glamorganshire.
31 July	"Thistle" - - Age unknown.	Not registered	- - -	Pleasure Sailing Boat, W.	1	2	W. White - -	A. Munro, Kilcreggan, Renfrewshire.	Gourock -	Kilcreggan	Ballast -	Sank; subsequently raised.	1	N.W. 5	Off Gourock, Renfrewshire.
5 Aug.	"Right of Way" - 19 years.	Not registered	- - -	Lugger, W.	12	6	J. McKenzie, Inverness.		Burghead, for fishing.		Ballast -	Loss of sail - -	1	N.W. 7	7 miles N. of Burghead, Morayshire.
6 Aug.	"Lennie Burrill" - 15 years.	Yarmouth, N.S.	(*a.*) B. Ver. 3/3, L.1.1. for 5 years from 10.88. (*b.*) 5.92.	Ship, W. -	1,328	19	J. N. Bell - -	W. Burrill, Yarmouth, N.S.	Sydney, C.B.	New York -	Ballast -	Ropes carried away.	1	W.S.W. 5	About Lat. 42° 10′ N., Lon. 62° 40 W., N. Atlantic.
6 Aug.	"Lucy Jane" - Age unknown.	Not registered	- - -	Yacht (Yawl), W.	About 3	1	T. Royce, Barry Dock.		Cardiff, on a pleasure trip.		Ballast, 1 passenger.	Supposed to have struck a buoy and capsized.	2 (1 crew & 1 passenger.)	N.W. 6	Near Lavernock Point, Glamorganshire.
20 Aug.	"Merchant" - Age unknown.	Kirkwall -	- - -	Ketch, W. -	47	4	J. Wilson - -	S. Reid, junior, Kirkwall.	Kirkwall -	Westray -	Kelp - -	Damaged by listing over.	1	W. 1	Gill Pier, Westray, Orkney Isles.
23 Aug.	"Sportsman" - 20 years.	Hull - -	- - -	Ketch, W. -	63	5	J. Loose - -	H. Maddick, Hull.	Hull, for fishing.		Ballast -	Trawl stopper carried away.	1	S.E. Squally.	220 miles E. by N. of Spurn Point, North Sea.
26 Aug.	"Dundonald" - 1 year.	Belfast -	(*a.*) Ll. ✠100 A 1. (*b*) 11.91.	Barque, Steel	2,114	33	J. Hawthorne -	D. Dixon, Belfast	San Francisco.	Queenstown for orders.	Wheat -	Loss of mast, sails, &c.	1	N.E. 12	Lat. 15° 10′ N., Lon. 121° 20′ W., N. Pacific.
27 Aug.	"Bidar" - - 8 years.	Liverpool -	(*a.*) Ll. ✠100 A 1. (*b.*) 4.92.	S.S., I. -	1,891	33	J. Ellis - -	F. P. Richardson, London.	Philadelphia	Bristol -	General and cattle, 8 cattlemen.	Decks swept; loss of cattle, &c.	1 (crew.)	N.W. 11	Lat. 46° N., Lon. 39° 40′ W., N. Atlantic.
27 Aug,	"Queen Eleanor" 27 years.	Portsmouth -	- - -	Schooner, W.	83	9	R. Matthews -	Captain Didham, R.N., Bideford.	Alderney -	Portland, Dorsetshire.	Ballast, 9 passengers.	Sail carried away and boom broken.	1 (crew.)	S.W. by S. 9	20 miles S.S.W. of Portland Bill, Dorsetshire.
11 Sept.	"Ravenspur" - 17 years.	Hull - -	(*a.*) Ll. ✠90 A 1. (*b.*) 12.91.	S.S., I. -	901	18	S. Cripsey -	H. Briggs, Hull	Cronstadt -	Hull - -	Deals, &c. -	Shackle of chain securing deck cargo broken.	1	W. 2	About 7 miles from Cronstadt, Gulf of Finland.
About 13 Sept.	"Susie" - - 14 years.	Littlehampton	- - -	Ketch, W. -	68	4	W. Wilkins -	J. Harvey, Littlehampton.	Southampton	London -	Timber -	Capsized; picked up, and brought into port.	4	—	Picked up 8 miles off Seaford, Sussex.
16 Sept.	No Name - - 20 years.	Not registered	- - -	Lug Sail, W.	About 2	2	R. Harrison, Overton, Lancashire.		Overton, Lancashire, for mussel fishing.		Ballast -	Breaking of cram shaft.	1	W. 5	Off Sunderland Point, near mouth of River Lune, Lancashire.

(3) CASUALTIES FROM OTHER CAUSES—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 27 Sept.	"Equator" 14 years.	Yarmouth, N.S.	(*a.*) B. Ver. 3/3. L. 1. 1. for 6 years from 7.88. (*b.*) 5.91.	Ship, W.	1,273	About 18	- - -	H. Lewis, Yarmouth, N.S.	Fowey	New York	China clay	Breaking of foot-rope.	1	—	Lat. 50° 25′ N., Lon. 10° 30′ W., N. Atlantic.
28 Sept.	"Bayonne" 3 years.	London	(*a.*) Ll. ✠100 A 1. (*b.*) 2.92.	S.S., Steel	2,154	41	J. E. Payne	J. D. Jamieson, London.	Philadelphia	Bristol	Petroleum	Damaged by fire caused by leakage of petroleum. Crew took to boats, one of which capsized.	2	W.N.W. 4	About 90 miles W. of Lundy Island, St. George's Channel.
1 Oct.	"Antiope" 26 years.	Liverpool	(*a.*) Ll. ✠ * ⩓ 1. (*b.*) 11.91.	Ship, I.	1,443	27	J. W. Attridge	W. Gracie, Liverpool.	Pisagua	Queenstown, for orders.	Nitrate	Sheets carried away.	2	S.W. 9	Lat. 47° 4′ S., Lon. 91° W., S. Pacific.
1 Oct.	"Florrie" 4 years.	Bideford	- - -	Ketch, W.	46	3	H. Rooke	N. H. Tregaskis, Bude.	Hayle	Port Talbot	Skimpings	Loss of yard, &c.	1	N.W. 6	8 miles N.E. of Godrevy Head, Cornwall.
9 Oct.	"Charlotte and Agnes," 18 years.	Gt. Yarmouth	- - -	Dandy, W.	41	10	W. T. Cook	G. Bond, Gorleston.	Gt. Yarmouth, for fishing.		Ballast	Decks swept	1	W.N.W. 6	30 miles N.N.E. of the Leman, North Sea.
16 Oct.	"Choice" 30 years.	Ramsgate	- - -	Ketch, W.	20	3	E. Ansley	H. Goodbourn, Ramsgate.	Ramsgate, for fishing.		Ballast	Breakage of dandy-chain.	1	N.E. 6	10 miles E.N.E. of the N. Foreland, Kent.
21 Oct.	"Honresfeld" 1 year.	Liverpool	(*a.*) Ll. ✠ 100 A 1. (*b.*) 3.92.	Barque, Steel.	2,873	33 and a stowaway.	J. Shaw	J. Joyce, Liverpool.	Liverpool	San Francisco.	Coal	Main bridge carried away.	1 (crew.)	—	Lat. 57° S., Lon. 63° W., S. Atlantic.
3 Nov.	"Amana" 7 years.	Liverpool	(*a.*) Ll. ✠ 100 A 1. (*b.*) 1.92.	S.S., I.	2,049	63	G. Kilgour	J. M. Wood, Liverpool.	Rangoon	- - -	Ballast	Accident to machinery.	1	Calm	Bimlipatam, E. coast of India.
29 Nov.	"Parknook" 16 years.	Whitehaven	(*a.*) Ll. ✠100 A 1. (*b.*) 5.91.	Barque, I.	793	17	J. R. Rennie	R. Conaway, Liverpool.	Portland, Oregon.	Bristol	Wheat	Strop of foot-rope carried away.	1	N.W. 5	Lat. 44° 20′ S., Lon. 114° 10′ W., S. Pacific.
30 Nov.	"Biafra" 8 years.	London	(*a.*) Ll. ✠100 A 1. (*b.*) 9.92.	S.S., I.	517	21	P. P. Dupeo	The African S. S. Co., London.	Lagos	Hamburg	Palm kernels	Driving-wheel of capstan broken.	1	— 2	New Calabar, W. coast of Africa.
30 Nov.	"Cornuvia" 23 years.	Liverpool	(*a.*) Ll. ✠ * ⩓ 1. (*b.*) 8.91.	Barque, I.	790	16	H. Baker	J. L. C. Hamilton, Liverpool.	Rangoon	Rio Janeiro	Rice	Decks swept	1	W.N.W. 12	Near Cape Agulhas, Cape Colony.
30 Nov.	"Proceed" 8 years.	Gt. Yarmouth	- - -	Dandy, W.	64	6	G. Gibson	J. W. Wilkins, London.	Gt. Yarmouth, for fishing.		Ballast	Loss of sails, &c.	1	W.N.W. 7	Cley Deeps, North Sea.
1 Dec.	"Catherine and Margaret." 34 years.	Carnarvon	(*a.*) Ll. A 1. in Red. S.S. 87—7 years. (*b.*) 8.91.	Schooner, W.	91	5	J. Roberts	Mrs. A. Evans, Portmadoc.	N. Shields	Plymouth	Patent manure.	Decks swept	1	W. by S. 9	12 miles S.W. of Beachy Head, Sussex.
8 Dec.	"City of Madras" 10 years.	Glasgow	(*a.*) Ll. ✠100 A 1. (*b.*) 1.92.	Ship, I.	1,577	32	J. Griffiths	G. Smith, Glasgow.	Astoria, Oregon.	Liverpool	Wheat and salmon.	Breaking of clew-rope.	1	E., Squally.	Lat. 38° 56′ N., Lon. 32° 13′ W., N. Atlantic.
8 Dec.	"Erin's Isle" 15 years.	Liverpool	(*a.*) B. Ver. 3/3. G. 1. 1. for 5 years from 9.90. (*b.*) 11.92.	Ship, W.	1,715	22	R. Dixon	J. S. De Wolf, Liverpool.	New York	Liverpool	Naphtha and refined oil.	Breaking of lift-bolt.	2	Calm	About Lat. 40° N., Lon. 41° W., N. Atlantic.
9 Dec.	"St. Clair" 6 years.	Not registered	- - -	Sailing boat, W.	About 3	1	W. Mawson, Junior.	W. Mawson, Senior, and others, West Quarf, Shetland Isles.	Scalloway, Shetland Isles.	Quarf, Shetland Isles.	Passengers' effects. About 6 passengers.	Capsized	2 (passengers).	E., Squally.	Cliff Sound, Shetland Isles.
9 Dec.	"Warwickshire" New.	Not registered	- - -	Trading lugger, W.	1	3	J. Cross, Walmer, Kent.		Dover	Deal	Ballast, 1 passenger (a pilot).	Capsized	1 (passenger).	W.S.W. 7	Deal Beach, Kent.

17 Dec.	"Inca" - - 3 years.	Liverpool - -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 5.92.	Barque, I. -	1,024	18	— Sanders - -	G. P. Wakeham, Liverpool.	Pisagua -	Plymouth, for orders.	Nitrate -	Loss of yard and sail.	1	W.N.W. 5	Lat. 47° 5′ S., Lon. 84° 54′ W., S. Pacific.
21 Dec.	"Northgate" - - 4 years.	London - -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 12.91.	S.S., Steel -	1,534	23	W. Ramsdale -	R. T. Scott, London.	Galveston -	Havre -	Cotton -	Decks swept -	3	N.N.W. 12	Lat. 45° 9′ N., Lon. 42° W., N. Atlantic.
22 Dec.	"Gem" - - 21 years.	Fowey - -	(*a.*) Ll. Cont. 4 A 1. from 7.91. (*b.*) 8.91.	Brigantine, W.	139	8	W. Smith - -	Mrs. M. H. Hayes, Polruan, Cornwall.	Aruba -	Ipswich -	Phosphate -	Loss of yard, bulwarks, &c.	1	W.N.W. 12	Lat. 37° 50′ N., Lon. 31° 40′ W., N. Atlantic.
23 Dec.	"Glengoil" - - 9 years.	Leith - -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 5.92.	S.S., I. -	1,915	30	R. Gray - -	J. L. Gracie, Tynemouth.	Norfolk, Virginia.	Liverpool -	Wheat, cotton, and general.	Decks swept -	1	W.N.W. 11	Lat. 45° 50′ N. Lon. 38° 10′ W., N. Atlantic.
24 Dec.	"William Anning" 1 year.	Cardiff -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 9.92.	S.S., Steel -	1,450	20	J. Evans - -	W. Anning, Cardiff.	Baltimore -	Bordeaux -	Grain -	Decks swept -	2	N.W. 10	Lat. 38° N., Lon. 65° W., N. Atlantic.
25 Dec.	"Sutherland" - 1 year.	Newcastle-on-Tyne.	(*a.*) Ll. ✠ 100 A 1. (*b.*) 12.92.	S.S., Steel -	1,463	24	J. J. Pound -	B. J. and J. Sutherland, Newcastle-on-Tyne.	Cardiff -	Genoa -	Coal - -	Decks swept -	1	N.W. 10	Lat. 41° 45′ N., Lon. 9° 25′ W., N. Atlantic.
26 Dec.	"Neva" - - 1 year.	Shelburne, N.S.	- - -	Schooner, W.	173	7	N. Goodwin -	J. A. McGowan, Shelburne, N.S.	Black River, Jamaica.	Providence	Logwood -	Abandoned. Afterwards brought into port.	1	N.W. —	Lat. 37° 20′ N., Lon. 70° 12′ W., N. Atlantic.
1893. 7 Jan.	"Kingswell" - - 2 years.	Newcastle-on-Tyne.	(*a.*) Ll. ✠ 100 A 1. (*b.*) 3.92.	S.S., Steel -	1,515	22	R. C. Thompson	J. Kemp, Newcastle-on-Tyne.	Odessa -	Antwerp -	General and sheep.	Decks swept -	1	N. 12	Near Serpent Island, Black Sea.
10 Jan.	"Esk" - - 10 years.	Glasgow -	- - -	S.S., I. -	1,374	62	F. W. Powles -	The Royal Mail Steam Packet Co., London.	St. Thomas	St. Kitt's -	General and mails, 13 passengers.	Boiler explosion -	2 (crew.)	E. 2	Lat. 18° 12′ N., Lon. 64° 45′ W., Caribbean Sea.
10 Jan.	"Kate" - - 25 years.	St. John's, N.F.L.	- - -	Brigantine, W.	141	About 7	— James - -	J. Rorke, Carbonear, N.F.L.	Bristol -	St. John's, N.F.L.	Bricks, &c. -	Loss of boat, bulwarks, &c.	1	— 10	Lat. 39° 40′ N., Lon. 47° 51′ W., N. Atlantic.
11 Jan.	"Concordia" - Age unknown.	Not registered	- - -	Lug Sail, W.	2	2	G. Deary - -	W. Chadwick, Trimmingham, Norfolk.	Trimmingham, Norfolk, for fishing.		Ballast -	Capsized; subsequently recovered.	1	N.E. 4	Off Trimmingham, Norfolk.
15 Jan.	"Rosneath" - - 3 years.	Glasgow -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 7.92.	S.S., Steel -	1,123	20	A. J. McDougall	P. H. Dixon, Glasgow.	Bilbao -	Glasgow -	Iron ore, 7 passengers.	Trysail split -	1	N. 9	Lat. 44° 30′ N., Lon. 3° 30′ W., Bay of Biscay.
17 Jan.	"Ellen and Mary" 25 years.	Wigton -	- -	Schooner, W.	38	3	H. Goudie - -	T. Routledge, Port William.	Liverpool -	Port William	General -	Loss of masts -	1	N.N.W. 6	2 miles S.W. of Port William, Wigtonshire.
18 Jan.	"Bolivia" - - 19 years.	Barrow - -	- -	S.S., I. -	2,561	59	W. Baxter -	T. Henderson, Glasgow.	New York -	Glasgow -	General, 68 passengers.	Ventilator carried away.	1 (crew.)	N.E. 10	Lat. 42° 20′ N., Lon. 60° 15′ W., N. Atlantic.
19 Jan.	"Saltram" - - 10 years.	Plymouth -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 9.92.	S.S., I. - -	1,318	22	T. Wren - -	J. A. Bellamy, Plymouth.	New Orleans	Bremerhaven	Phosphate rock and cotton.	Decks swept -	1	— 10	Lat. 40° N., Lon. 59° W., N. Atlantic.
24 Jan.	"Mercia" - - 17 years.	Scarborough -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 4.92.	Barque, I. -	751	16	W. Kimmings -	P. Hick, Scarborough.	Timaru, N.Z.	Queenstown, for orders.	Wheat -	Decks swept -	1	W. 9	Lat. 56° S., Lon. 72° 30′ W., S. Pacific.
27 Jan.	"Colombo" - - 25 years.	London - -	(*a.*) Ll. ✠ * ⩓ 1. (*b.*) 6.92.	Barque, I. -	1,199	20	A. W. Sprowle -	G. Petrie, London.	Iquique -	Falmouth, for orders.	Nitrate, 2 passengers.	Foot-rope carried away.	1 (crew.)	S. E. (squally)	Lat. 42° 13′ S., Lon. 38° 2′ W., S. Atlantic.
28 Jan.	"Osmond O'Brien" 16 years.	Maitland, N.S.	(*a.*) B. Ver. 3/3. L. 1. 1., for 5 years from 8.88. (*b.*) 3.92.	Barque, W.	878	About 18	— Nickerson -	O. O'Brien, Noel, N.S.	Philadelphia	Dieppe -	Unknown -	Decks swept -	[illegible]	— 12	Lat. 45° 30′ N., Lon. 26° 58′ W., N. Atlantic.
2 Feb.	"Beatie" - - 1 year	Not registered	- - -	Fishing Lugger, W.	13	9	M. Humphrey -	— Parker, Brighton.	Engaged in a race from Shoreham.		Ballast -	Damage to foresail.	1	W.S.W. 6	Off Rottingdean, Sussex.
3 Feb.	"Shiravati" - - 9 years.	Bombay -	- - -	S.S., I. -	81	About 10	Moosabhoy Ahmedbhoy.	J. A. Shepherd, London.	Goa - -	Bombay -	General, 629 passengers.	Bursting of boiler tube.	1 (a Lascar.)	N.W. 4	Off Jinjira, West Coast of India.

(3) CASUALTIES FROM OTHER CAUSES—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1893. 4 Feb.	"Glenmorven" 10 years.	Leith	(*a.*) Ll. ✠ 100 A 1. (*b.*) 9.92.	S.S., I.	1,803	31	J. G. Wright	J. P. Lindsay, Newcastle-on-Tyne.	Newport, Mon.	Philadelphia	Iron ore and cork.	Decks swept	1	W. 12	Lat. 47° N., Lon. 43° W., N. Atlantic.
4 Feb.	"Pomeranian" 11 years.	Glasgow		S.S., I.	2,832	55	W. Dalziel	J. A. Allan, Glasgow.	Glasgow	New York	General, 45 passengers & 14 cattlemen.	Decks swept	12 (7 crew and 5 passrs.)	W.N.W. 12	Lat. 47° N., Lon. 35° 40′ W., N. Atlantic.
5 Feb.	"Elton" 5 years.	W. Hartlepool	(*a.*) Ll. ✠ 100 A 1. (*b.*) 11.90.	S.S., Steel	1,596	23	R. Campbell	R. Ropner, W. Hartlepool.	Newport News.	Hull	Wheat	Ventilator, &c., carried away.	1	S.W. 9	Lat. 38° 50′ N., Lon. 57° 50′ W., N. Atlantic.
8 Feb.	"Alcatraz" 16 years.	Gt. Yarmouth		Dandy, W.	70	6	G. Cooper	Hewett Co., Lim., London.	Gt. Yarmouth, for fishing.		Ballast	Breaking of shackle.	1	S.W. 5	Botney Gut, North Sea.
9 Feb.	"Little Annie" Age unknown.	Not registered		Sailing boat (Hobbler), W.	About 2	2	T. Jones, Bridgewater.		Bridgewater, seeking employment.		Ballast	Capsized; subsequently recovered.	1	W. by S. squally.	Bridgewater Bay, Somersetshire.
14 Feb.	"Truelove" 16 years.	Grimsby		Dandy, W.	73	5	E. Roberts	S. W. Alward, Grimsby.	Grimsby, for fishing.		Ballast	Loss of sails, boats, &c.	1	S.E. 9	About 300 miles N.E. by N. of Spurn Point, North Sea.
14 Feb.	"Welcome Home" 6 years.	Not registered		Lugger, W.	25	8	W. Mair, Portknockie, Banffshire.		Portknockie, Banffshire, for fishing.		Ballast	Decks swept	1	S.E. 10	25 miles N. of Troup Head, Moray Firth.
17 Feb.	"Inchgarvie" 11 years.	Liverpool	(*a.*) Ll. ✠ 100 A 1. (*b.*) 6.92.	S.S., I.	1,706	29	J. Harrison	C. Furness, W. Hartlepool.	Newport News.	Antwerp	General	Accident to machinery.	1	—	N. Atlantic.
18 Feb.	"Swanhilda" New.	Annapolis, N.S.		Schooner, W.	120	6	C. W. Croscup	S. Groves, Granville Ferry, N.S.	Annapolis, N.S.	Barbados	Lumber	Leaky, loss of deck-load, &c.	1	W.S.W. 9	Lat. 39° N. Lon., 62° W., N. Atlantic.
21 Feb.	"Gazelle," 6 years.	St. John, N.B.		Schooner, W.	264	About 7		G. F. Baird, St. John, N.B.	St. John, N.B.	St. John's, N.F.L.	Lumber	Loss of boats and davits.	1	— 10	Lat. 45° 40′ N., Lon. 57° 40′ W., N. Atlantic.
22 Feb.	"Ashfield" 15 years.	Stockton-on-Tees.	(*a.*) Liv. ✠ A 1 *1 in Red. (*b.*) 2.92.	S.S., I.	1,007	19	R. Townsend	E. Aston, Stockton-on-Tees.	Coosaw, S. Ca.	Birkenhead	Phosphate rock, 1 passenger.	Decks swept, &c.	1	W.S.W. 9	Lat. 39° 18′ N., Lon. 64° 40′ W., N. Atlantic.
22 Feb.	"Challenger" 36 years.	Scarborough		Lugger, W.	31	6	R. Cammish	R. W. Harrison, Scarborough.	Scarborough, for fishing.		Ballast	Deck swept	1	W. by N. 9	About 32 miles E. of Flamborough Head, Yorkshire.
22 Feb.	"City of York" 9 years.	Hull		Ketch, W.	81	5	B. Backhouse	G. Bowman, Hull.	Hull, for fishing.		Ballast	Deck swept	2	E. 7.	220 miles E.N.E. of Spurn Point, North Sea.
22 Feb.	"Exertion" 13 years.	Grimsby		Dandy, W.	76	5	H. Scoble	The Great Grimsby Ice Co., Lim., Grimsby.	Grimsby, for fishing.		Ballast	Loss of boat, &c.	1	N.E. 8	About 130 miles E. by N. of Spurn Point, North Sea.
22 Feb.	"Flora" 19 years.	Gt. Yarmouth		Dandy, W.	39	6	S. Darn	E. A. Durrant, Gt. Yarmouth.	Gt. Yarmouth, for fishing.		Ballast	Rail damaged	1	E. 7	Botney Gut, North Sea.
22 Feb.	"Foxhound" 19 years.	Gt. Yarmouth		Dandy, W.	70	6	G. Watts	E. A. Durrant, Gt. Yarmouth.	Gt. Yarmouth, for fishing.		Ballast	Bulwarks carried away.	1	E. 7	Botney Gut, North Sea.
22 Feb.	"Star" 21 years.	Gt. Yarmouth		Dandy, W.	59	6	H. W. Wills	Hewett & Co., Lim., London.	Gt. Yarmouth, for fishing.		Ballast	Loss of boat and bulwarks.	1	E. 6	About 6 miles S.E. of the Dudgeon, off Lincolnshire.
4 Mar.	"Rewa" New.	Parrsboro', N.S.		Schooner, W.	145	7	J. Crane	H. Elderkin & Co., Port Greville, N.S.	Barbados	Portland, Maine.	Molasses	Loss of sail, decks swept, &c.	1	N.N.W. 10	Lat. 34° 40′ N., Lon. 75° 5′ W., N. Atlantic.

5 Mar.	"Tregenna" - - 1 year.	St. Ives -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 4.92.	S.S., Steel -	1,691	[illegible]	J. K. Glasson -	E. Hain, junior, St. Ives, Cornwall.	New Orleans	Rouen	Grain -	Part of bridge carried away.	1	S.W. 9	Lat. 44° N., Lon. 42° 35′ W., N. Atlantic.
16 Mar.	"Violet" - - 20 years.	Hull - -	- - -	Ketch, W. -	67	5	C. Lyon -	J. Munby, Hull	Hull, for fishing.		Ballast	Bulwarks and rail carried away.	1	S. 4	220 miles N.E. by E. of Spurn Point, North Sea.
28 Mar.	No name - - 6 years.	Not registered	- - -	Yawl, W. -	2	2	G. Redmond, Dundrum, Co. Down.		Dundrum, Co. Down, for boarding vessels.		Ballast -	Capsized - -	1	Calm	Near Dundrum, Co. Down.
28 Mar.	"Ocean" - - 42 years.	W. Hartlepool	- - -	Brig, W. -	217	8	E. Smith -	D. T. Sharper, W. Hartlepool.	Swansea .	Plymouth -	Coal - -	Fore top-gallant mast carried away.	1	S.E. Squally.	About 2 miles N.E. by E. of Hartland Point, Bristol Channel.
1 Apr.	"Harry" - - 3 years.	Not registered	- - -	Pleasure Boat (Spritsail), W.	About 1	3	- - -	W. Eagles, Plymouth.	Cawsand .	Millbay -	Ballast -	Capsized - -	3	N.N.W. 6	Off the Mewstone, Devonshire.
9 Apr.	"Hurricane" - 30 years.	Lerwick -	- - -	Smack, W. -	46	12	M. Jamieson -	L.F.U.Garriock, Scalloway.	Skeld, Shetland Isles, for fishing.		Ballast -	Deck utensils carried away.	1	N.W. 9	About 10 miles N.E. of the Faroe Islands, N. Atlantic.
19 Apr.	"Lady Lawrence" - 25 years.	Liverpool -	(*a.*) Ll. ✠ *1 [illegible] 1. Liv. A. 1. * 1. in Red. (*b.*) 8.91.	Ship, I. -	1,407	19	C. F. Coomber -	J. T. Cowley, Manchester.	Tacoma, Oregon.	Falmouth, for orders.	Wheat, 2 passenger.	Loss of sails -	1 (crew.)	N.W. 12	Lat. 48° N., Lon. 28° W. N. Atlantic.
26 Apr.	"Arietis" - - 6 years.	Lunenburg. N.S.	- - -	Schooner, W.	86	24	A. Douglas, Victoria, B.C.		Yokohama, for sealing.		Ballast -	Loss of sails, rigging, &c.	1	— 12	Lat. 37° 40′ N., Lon. 145° 45′ E., N. Pacific.
26 Apr.	"Waimea" - - 25 years.	London -	(*a.*) B.Ver. II.Div., 3/3, L 1. 1. from 10.91. (*b.*) 9.91.	Barque, I. -	848	20	M. M. Reston -	O. R. Strickland, London.	Wellington, N.Z.	Boston, Mass.	Flax - -	Explosion of gunpowder rockets and blue lights.	1	—	Lat. 45° 16′ S., Lon. 50° W., S. Atlantic.
27 Apr.	"Wallace" - - Age unknown.	Not registered	- - -	Sailing Punt, W.	1	5	- - -	- - -	Dover, on a pleasure trip.		Ballast -	Capsized; subsequently picked up and repaired.	1	E. 6	Near Dover Pier Heads, Kent.
1 May	"Lord Templetown" 7 years.	Belfast - -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 5.93.	Barque, Steel.	2,093	34	R. Hawthorne -	The Irish Shipowners' Co., Lim., Belfast.	London -	Philadelphia	Chalk, 6 passengers.	Loss of sail, yard, &c.	9 (crew.)	W.N.W. 12	About Lat. 44° 39′ N., Lon. 45° 19′ W., N. Atlantic.
8 May	"Iolo Morganwg" - 10 years.	Cardiff - -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 4.92.	S.S., I. -	830	17	W. Jenkins -	H. Radcliffe, Cardiff.	Cardiff -	Lisbon -	Coal - -	Boat smashed -	1	S.E. by E. 8	About 250 miles S.W. of the Wolf Rock, Bay of Biscay.
10 May	"Port Douglas" - 4 years.	Glasgow -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 11.92.	Ship, Steel -	1,592	About 25	— McDonald -	R. Crawford and R. J. Rowat, Glasgow.	London -	Port Townsend, U.S.A.	Cement -	Eyebolt carried away.	1	—	Lat. 35° 19′ N., Lon. 126° 55′ W., N. Pacific.
13 May	"Coryl" - - 2 years.	Parrsboro', N.S.	- - -	Schooner, W.	59	3	J. Read - -	H. Elderkin, Port Greville, N.S.	Five Islands, N.S.	West Bay, N.S.	Deals - -	Broke adrift and abandoned; afterwards picked up and towed to port.	3	S.E. 10	Minas Basin, Nova Scotia.
14 May	"Llandaff City" - 11 years.	Bristol - -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 11.92.	S.S., I. - -	1,259	30	H. W. Barclay -	C. G. Hill, Bristol.	Swansea -	New York -	General, 1 passenger.	Bridge damaged -	1 (crew.)	N. 7	Lat. 46° 51′ N., Lon. 37° 31′ W., N. Atlantic.
16 May	"Ellen" - - 4 years.	Not registered	- - -	Trading Yawl, W.	2	2	T. McCarthy, Hare Island, Co. Cork.		Ballydehob, Co. Cork.	Hare Island, Co. Cork.	Ballast -	Capsized - -	2	S.E. Squally.	Roaring Water Bay, Co. Cork.
20 June	"Queen Mab" - 1 years.	Glasgow -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 10.92.	Yacht (Cutter), Composite.	41	6	A. Schlesshauer	G. L. Watson, Glasgow.	Plymouth -	New York -	Ballast -	Thrown on beam ends and damaged.	1	N.W. 12	Lat. 32° 48′ N., Lon. 59° 44′ W., N. Atlantic.
22 June	"Alert" - - 5 years.	Ipswich -	(*a.*) Ll. ✠ 10 A 1. (*b.*) 2.89.	Ketch, W. -	78	3	H. W. Leeks -	W. Bayley, jun., Ipswich.	London -	Selby, Yorkshire.	Timber -	Rope and sail carried away.	2	S.E. 6	Near Hasborough Light, off Norfolk.
26 June	"Nelson" - - 23 years.	London - -	(*a.*) Liv. ✠ A 1. * 1. in Red. (*b.*) 9.91.	S.S., I. -	895	17	T. Corrigall -	R. S. Donkin, London.	St. Nazaire	Bilbao -	Ballast -	Damaged by fire caused by explosion of a paraffin lamp.	1	N.E. 4	Bilbao Roads, Spain.
27 June	"Marie Roze" - 4 years.	N. Shields -	- - -	S.S., W. -	2	8	W. Stenhouse -	R. Hastie, N. Shields.	N. Shields, for fishing.		Ballast -	Boiler explosion -	2	S. 7	30 miles E. of Tynemouth, Northumberland.

Appendix C., Table 3.—Detailed Statement of Casualties involving TOTAL LOSS OF VESSEL, which occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to British or Foreign Vessels in Rivers and Harbours of British Possessions Abroad, in four divisions, viz.: (1) Founderings, (2) Strandings, (3) Collisions, (4) Other Causes.

Note.—Casualties on the North American Lakes are tabulated as "River and Harbour Casualties."

(1) FOUNDERINGS.

Date of Foundering or Abandonment.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Foundering or Abandonment.
1892. — June	"Grace Amelia" 8 years.	Port Burwell, Ontario.	- - -	Schooner, W.	200	Supposed 8	- - -	Mrs. E. J. Peters, Windsor, Ontario.	- - -	Windsor, Ontario.	Railway ties	Supposed 8	—	Lake Erie, Canada.
1 Sept.	"Nett Woodward" 23 years.	Not registered	- - -	Schooner, W.	183	5	— Calwell - -	- - -	Sauble Beach, Lake Huron.	Southampton, Lake Huron.	Cord wood -	2	N.W. squally.	Near Southampton Harbour, Lake Huron, Canada.
7 Sept.	"British Oak" - About 30 years.	Not registered	- - -	Flat, W. -	55	2	J. Rotherham -	W. Newall, Garston.	Garston -	Alexandra Dock, Liverpool.	Coal -	—	W. 3	Off Canada Dock, River Mersey.
1893. 8 Mar.	"Alice M. Craig" - 9 years.	Belfast - -	(*a.*) Ll. ✠ 100 A 1. (*b.*) 9.92.	Barque, I. -	369	9	A. Ross - -	W. J. Woodside, Belfast.	Lying at San Lorenzo, Argentine Republic.		— 1 passenger.	9 (8 crew & 1 passenger.)	Hurricane	San Lorenzo, River Parana, Argentine Republic.

(2) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 6 Apr.	"Unity" - - 46 years.	Boston - -	- - -	Sloop, W. -	42	3	W. Miller - -	W. H. Pauling, Boston, Lincolnshire.	Lynn - -	Goole -	Ballast -	—	Calm	Ferriby Sluice, River Humber.
15 July	"Gulnair" - - 19 years.	Hamilton, Ontario.	- - -	Schooner, W.	325	8	W. Skelton -	A. H. Myles, Hamilton, Ontario.	Huron, Ohio -	Hamilton, Ontario.	Stone and coal, 2 passengers.	—	N.N.W. 10	Off Ashtabula Harbour, Lake Erie.
16 July	"Glenfield" - - Age unknown.	Not registered	- - -	Fishing Dandy, W.	23	8	J. Birmingham -	J. Boldar, Arklow	Arklow -	Aberdeen -	Ballast -	—	E. 2	Near Dumbuck Light, River Clyde.
16 July	"Lady MacDonald" 19 years.	Port Burwell, Ontario.	- - -	Schooner, W.	284	7	D. Ewart - -	J. Ewart, Cobourg, Ontario.	Toronto, Ontario.	Fair Haven, New York State.	Ballast -	—	—7	Fair Haven, New York State, Lake Ontario.

[Appendix C. Table 3—*cont.*

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

29 July	"Dryberry" 18 years.	Winnipeg	-	Steam Tug, W.	8	2	C. Laverdière, Rat Portage, Ontario.	Rat Portage, Ontario.	Ballast	1	Squally	Lake of the Woods, Canada.
8 Sept.	"Carnation" 29 years.	London	-	S.S., I.	38	None on board.	The Victoria Steamboat Association, Lim., London.	Lying at Battersea, River Thames.	Ballast	—	W. 6	Battersea Railway Bridge, River Thames.
10 Sept.	"Melanchton" 15 years.	Norway	-	Barque, W.	274	8	O. Aslaksen, Arendal, Norway.	Hernosand - Chatham -	Wooden Goods.	—	W. 2	Chatham, River Medway.
10 Oct.	"Eclipse" Age unknown.	Bristol	-	Ketch, W.	64	3	T. Lloyd - W. A. Osborn, Bristol.	Newport, Mon. Bristol -	Coal	—	N. 1	Cumberland Basin, River Avon.
— Oct.	"Wagrien" 40 years.	Denmark	-	Schooner, W.	87	4	R. Hansen, Marstal, Denmark.	Loading at Cullen, Banffshire, for Stettin.	Herrings	—	—	Cullen Harbour, Banffshire.
8 Nov.	"Hercules" 22 years.	Sarnia, Ontario	-	Schooner, W.	240	8	J. A. Glass - F. McGibbon, Sarnia, Ontario.	Penetanguishene, Lake Huron. Sarnia, Ontario.	Lumber	1	W.S.W. 9	Near Michail Lighthouse, Lake Huron, Canada.
12 Nov.	"Marquis" 20 years.	Toronto	-	Schooner, W.	424	7	W. H. Crawford - Mrs. A. R. Christie, Toronto.	Amherstburg, Ontario. Sault St. Marie, Michigan.	Stone	—	N.N.W. 9	About 3 miles S. of Port Hope, Lake Huron.
— Nov.	"Hattie Wells" 8 years.	U.S.A.	-	Schooner, W.	357	7	W. Brownlee - F. Wells, Port Huron, Michigan.	Racine, Wisconsin. Buffalo -	Lumber	—	S.W. 10	Point Pelée, Lake Erie, Canada.
29 Dec.	"Rovigo" 9 years.	Newcastle-on-Tyne.	(*a.*) Ll. ✠ 100 A 1. (*b.*) 12.92.	S.S., Steel	528	15	J. E. Searle - The Red River S.S. Co., Lim., Newcastle-on-Tyne.	La Laja, Spain Silloth -	Sulphur Ore	—	N. 2	About 1 mile below San Lucar, River Guadiana, Spain.
1893. 13 Jan.	"Judith" 46 years.	Newcastle-on-Tyne.	-	Steam Tug, W.	13	3	G. Kerr - J. Kerr, Newcastle-on-Tyne.	Moored in River Tyne.	Ballast	—	— 4	Cattle Sanatorium, St. Peter's, River Tyne.
4 Feb.	"Eugenie" 36 years.	Plymouth	-	Schooner, W.	71	4	— Guy, Bristol.	Plymouth - Hayle -	Genera	—	S. 4	Great Western Dock, Plymouth, Devonshire.
26 Feb.	"Smuggler" Age unknown.	Not registered	-	Fishing Smack, W.	10	None on board.	W. Hadton - C. Browning, Torquay.	Moored in Torquay Inner Harbour.	Ballast	—	S. 8	Torquay Inner Harbour, Devonshire.
28 May	"Oluf Nickelsen" 31 years.	Norway	-	Barque, W.	348	9	J. E. Naess - T. Naess, Tonsberg, Norway.	Christiania - Preston -	Timber	—	— 2	Preston, River Ribble, Lancashire.
17 June	"Castanos" 10 years.	Cardiff	(*a.*) Ll. ✠ 100 A 1. (*b.*) 1.93.	S.S., I.	1,081	18	H. E. Stephens - T. Morel, Cardiff -	Braila - Gibraltar -	Maize	—	W. 1	Near the 54th mile-post, River Danube, Roumania.

(3) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 3 July	"Juno" - - 27 years.	Norway -	- - -	Barque, W.	999	17	C. Simonsen -	L. Vauvert & Co., Porsgrund, Norway.	Amsterdam	Sydney, C.B.	Ballast -	Spanish S.S. "Santanderino."	—	—	Sydney Harbour, Cape Breton.
4 July	"Mary" - - 32 years.	Newcastle-on-Tyne.	- - -	Steam Tug, W.	17	3	A. Robson -	J. Lakey, Newcastle-on-Tyne.	S. Shields -	Newcastle -	Ballast -	Steam trawler "Duchess," of N. Shields and an unregistered flat.	—	W. 5	Near Wallsend, River Tyne.
25 July	"Sarah" - - About 30 years.	Not registered	- - -	Lighter, W.	About 60	About 3	S. Pipe - -	The Cleveland Keel Co., Middlesbro'.	Moored in the River Tees.		- - -	S.S. "Ethel," of Stockton-on-Tees.	—	Calm	Near Harkess' Shipyard, River Tees.
19 Sept.	"Blessing" - About 50 years.	Not registered	- - -	Lighter, W.	About 30	2	- - -	W. Dawes, Wisbeach.	Engaged as a lighter in the River Nene.		Ballast -	S.S. "True Briton," of Cardiff.	—	E. —	Wisbeach, River Nene, Cambridgeshire.
21 Sept.	"Denton" - - Age unknown.	Not registered	- - -	Dumb Barge, W.	49	2	D. King - -	J. Paton, London.	Victoria Docks, River Thames.	Surrey Canal, River Thames.	Stone -	S.S. "Chipchase," of Newcastle-on-Tyne.	—	S.W. 2	Off Deptford Creek, River Thames.
11 Oct.	"Phœnix" - - 13 years.	Not registered	- - -	Gabbard, W.	About 20	2	J. Murphy -	A. Power & Co., New Ross.	Waterford -	New Ross -	Flour and bran.	S.S. "Toward," of Glasgow.	1	Calm	The Ford, River Suir.
28 Oct.	"David" - - 26 years.	Liverpool -	- - -	Flat, W. -	53	2	W. Parry -	Meade - King, Robinson & Co., Liverpool.	Herculaneum Dock, River Mersey.	Leeds and Liverpool Canal.	Petroleum -	S.S. "Fairport," of Cardiff.	—	—	Off Garston New Dock, River Mersey.
7 Nov.	"Unknown" - - Age unknown.	Not registered	- - -	Wherry, W.	About 1	1	W. Storey, S. Shields.		Engaged in the River Tyne.		- - -	S.S. "John Clayton," of Newcastle-on-Tyne.	1	— 2	Near Hebburn Gangway, River Tyne.
11 Nov.	"Emily" - - 4 years.	Not registered	- - -	Boat, W. -	2	2	— Graham, Grangemouth.		Engaged in the River Carron carrying mooring ropes.		- - -	S.S. "G.M.B.," of Middlesbro'.	—	S. 2	Near Grangemouth, River Carron.
17 Nov.	"Kate" - - 40 years.	Goole - -	- - -	Sloop, W. -	42	3	W. Holland -	J. Heanley, Croft, Lincolnshire.	Sandwich -	London -	Ballast -	S.S. "Righi," of Hull.	—	N.W. 1	Off Erith, River Thames.
25 Nov.	"Ratcliff" - - 32 years.	Ayr - -	- - -	Brig, W. -	186	6	J. Boyd, Ayr.		Newport, Mon.	Cork -	Coal -	S.S. "Blarney," of Cork.	—	S.E. 2	Near Horse Head, River Lee, co. Cork.
26 Nov.	"Mosquito" - - 30 years.	Cowes - -	- - -	Smack, W. -	17	2	J. Rainsley, Southampton.		Employed in the River Itchen.		Water, &c. for dredgers, 1 passenger.	S.S. "Vectis," of Cardiff.	—	Calm	Empress Dock, Southampton.
1 Dec.	"Rose" - - About 12 years.	Not registered	- - -	Dumb Barge, W.	35	None on board	S. Holdeman -	A. Frey & Co., London.	Moored in the Upper Pool, River Thames.		- - -	S.S. "Benbow" of London.	—	Calm	Upper Pool, River Thames.
7 Dec.	"Cæsar" - - 26 years.	Rochester -	- - -	Spritsail Barge, W.	35	2	L. Frend, Faversham.		Faversham	London -	Bricks -	S.S. "Urpeth," of London.	1	N.W. by W. 2	Halfway Reach, River Thames.
28 Dec.	"Punt No. 2" - Age unknown.	Not registered	- - -	Mud Punt, W.	12	None on board	- - -	- - -	Moored in the River Clyde.		- - -	S.S. "Ellan Vannin," of Douglas.	—	Calm	Opposite Clydebank Shipbuilding Yard, River Clyde.
1893. 6 Jan.	"Black Diamond" - 38 years.	London - -	- - -	S.S., I. -	408	15	E. Ablett -	Fenwick & Co., London.	Sunderland	London -	Coal -	S.S. "Progress," of London.	—	Calm	Blackwall Reach, River Thames.

8 Jan.	"Daniel" - - Age unknown.	Not registered	- - -	Dumb Barge, W.	About 60	—	- - -	The London and Tilbury Lighterage Co., London.	Beckton, River Thames.	Tilbury, River Thames. (In tow.)	- - -	S.S. "Newbiggin," of Newcastle-on-Tyne.	—	N.E. 2	St. Clement's Reach, River Thames.
8 Jan.	"Lena" - - Age unknown.	Not registered	- - -	Dumb Barge, W.	About 60	—	- - -	The London and Tilbury Lighterage Co., London.	Beckton, River Thames.	Tilbury, River Thames. (In tow.)	- - -	S.S. "Newbiggin," of Newcastle-on-Tyne.	—	N.E. 2	St. Clement's Reach, River Thames.
28 Jan.	"Gratitude" - 24 years.	Rochester -	- - -	Spritsail Barge, W.	42	2	T. Shields -	J. Bazley White and Brothers, Lim., London.	London -	Swanscombe, Kent.	Coke breeze	Ketch "Annie Lee," of Plymouth.	—	S. by E. 5	Barking Reach, River Thames.
8 Feb.	"No Name" - - Age unknown.	Not registered	- - -	Sailing boat (Trading), W.	About 1	None on board	- - -	- - -	Broke adrift from moorings at Port Glasgow.		- - -	S.S. "Alligator," of Glasgow.	—	N.W. 8	Near Port Glasgow, River Clyde.
25 Feb.	"Albert" - - 33 years.	Not registered	- - -	Flat, W. -	40	2	T. Ainscough -	The Liverpool Steam Tug Co., Lim., Liverpool.	Liverpool -	Garston -	- - -	S.S. "Eastham" of Newcastle-on-Tyne.	—	W.S.W. 2	Off New Ferry, River Mersey.
26 Feb.	"Flower" - - 69 years.	Bideford -	- - -	Ketch, W. -	38	3	F. Incledon -	J. Incledon, Braunton, Devonshire.	Braunton, Devonshire.	Newport, Mon.	Potatoes -	S.S. "Catherine Sutton," of Cork.	—	S.E. by S. 4	Near the Alexandra Dock, Newport, River Usk.
5 April	"Mary Ann" - 27 years.	Not registered	- - -	Keel, W. -	36	1	G. Wilburn, Doncaster, Yorkshire.		Hull - -	Keadby, Lincolnshire.	Ballast, 2 passengers.	S.S. "Equity," of Goole.	—	E.S.E. 4	Off Whitton Ness, River Humber.
18 May	"Neale" - - Age unknown.	Not registered	- - -	Dumb Barge, W.	About 40	None on board	- - -	A. Frey & Co., Lim., London.	Engaged as a lighter in the River Thames.		Unknown -	Schooner "Mary Miller," of Barrow.	—	S.W. 5	Near the Tower Bridge, River Thames.

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(4) CASUALTIES FROM OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1891. 15 Mar.	"Fatteh Sallamat" 2 years.	British India (not registered).	- - -	Dinghy, W.	162	17	- - -	- - -	Kurrachee -	Bombay -	Cotton, &c.	Burnt - - -	—	—	Kurrachee Harbour, West Coast of India.
1892. 28 May	"Three Friends" - 14 years.	Sault Sainte Marie (Canada).	- - -	S.S., W. -	83	—	- - -	- - -	- - -	- - -	Unknown -	Burnt - - -	—	—	Black Bay, Lake Superior, Canada.
1 July	"Joe Kinney" - 28 years.	Yarmouth, N.S.	- - -	Schooner, W.	65	About 5	- - -	J. McLaire, Meteghan, N.S.	Lying at Yarmouth, N.S.		Unknown -	Burnt - -	—	S.W. 5	Yarmouth, Nova Scotia.
27 July	"Mary Louise" - 10 years.	Port Hope, Ontario.	- - -	S.S., W. -	7	3	J. B. Parkin, Lindsay, Ontario.		Lindsay, Ontario.	Bobcaygeon, Ontario.	—— 15 passengers.	Burnt - - -	—	—	Bobcaygeon, Sturgeon, Lake Ontario, Canada.
31 July	"Blue Bonnet" - 35 years.	Kirkcaldy -	- - -	Steam Tug, W.	14	2	D. Simpson -	W. Taylor, Grangemouth.	Lying in River Carron.		Ballast -	Burnt - - -	—	W. 3	Outside Old Dock Gates, Grangemouth, River Carron.

(4.) CASUALTIES FROM OTHER CAUSES—*cont.*

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 3 Aug.	"Australia" 22 years.	Glasgow	- - -	S.S., I.	1,456	1 (ship-keeper.)	- - -	C. Furness, W. Hartlepool.	Lying in Portishead Dock.		Ballast	Burnt	—	Calm	Portishead Dock, Somersetshire.
11 Aug.	"Swift" Age unknown.	Not registered	- - -	Passenger S.S., W.	About 15	None on board	E. Tucker	The Turnchapel S.S. Co., Turnchapel.	Moored at Turnchapel, Devonshire.		Ballast	Burnt	—	Calm	Turnchapel, the Cattewater, Plymouth.
16 Aug.	"Thrasher" 20 years.	Not registered	- - -	Smack, W.	40	2	T. Scanlan	P. Roughan, Carrigaholt, co. Clare.	Loading at Limerick.		General	Burnt	2	W. 1	Limerick, River Shannon.
23 Aug.	"Venus" 21 years.	Germany	- - -	Schooner, W.	254	7	W. Hebben	W. Schuchmann, Geestemunde.	Geeste-munde.	Grange-mouth.	Ballast	Fell over on beam ends and filled; condemned.	—	—	McKay's Coal Wharf, River Carron.
2 Sept.	"Auchmountain" 1 year.	Greenock	(*a.*) Ll. ✠ 100 A. 1. (*b.*) 8.92.	Barque, Steel	1,349	22	R. W. Jones	W. Walker & Co., Greenock.	Glasgow	Sydney, N.S.W.	General	Burnt	—	W. 5	Tail of the Bank, River Clyde.
21 Sept.	"Corinthian" 28 years.	Not registered	- - -	S.S., Iron and Steel.	615	32	T. J. Craig	The Richelieu and Ontario Navigation Co.	Coteau, River St. Lawrence.	Montreal	Apples, leather, &c. About 50 passengers.	Burnt	—	W. —	4 miles E. of Coteau, Lake St. Francis, River St. Lawrence.
— Sept.	"Notos" 8 years.	Hamilton, Ontario.	- - -	S.S., W.	11	Unknown	- - -	A. B. Petrie, Guelph, Ontario.	- - -	- - -	Unknown	Unknown	—	—	Guelph, Lake Ontario. Canada.
18 Oct.	"Lulu C." 2 years.	Richibucto, N.B.	- - -	S.S., W.	7	About 3	- - -	- - -	Lying at Richibucto, N.B.		Ballast	Burnt	—	—	Richibucto, New Brunswick.
16 Nov.	"Charles John Gemley Munro." 17 years.	St. Catharine's, Ontario.	- - -	S.S., Composite.	31	5	W. Wright	G. Liedy, Port Colborne, Ontario.	Port Dalhousie.	Port Colborne.	Ballast	Burnt	—	S. 3	Port Colborne, Ontario, Lake Erie.
20 Nov.	"Rover" 40 years.	Tralee	- - -	Sloop, W.	32	3	P. F. McCarthy	T. C. Moore, Killorglin, co. Kerry.	Valentia, co. Kerry.	Killorglin, co. Kerry.	Ballast	Burnt	—	S.E. 7	River Laune, co. Kerry.
8 Dec.	"International" 21 years.	Windsor, Ontario.	- - -	Steam Tug, W.	50	4	F. B. Hackett	J. Hackett, Amherstburg, Ontario.	Lying at Amherstburg, Ontario.		Ballast	Burnt	—	S.W. 9	Amherstburg Dock, Detroit River, Canada.
27 Dec.	"Dumbarton" 2 years.	Glasgow	(*a.*) Ll. ✠ 100 A 1. (*b.*) 5.92.	Ship, Steel	1,615	27	- - -	J. Dawson, Glasgow.	Calcutta	San Francisco.	Gunnies and jute.	Burnt	—	—	Near Calcutta, River Hooghly.
1893. 8 May	"Œnone" Age unknown.	Not registered	- - -	Steam Pleasure Launch, W.	About 2	2	H. Inglis, Frodingham, Yorkshire.		- - -	- - -	Ballast	Burnt	—	—	Burton Stather, River Trent, Lincolnshire.
21 May	"Alice" 24 years.	Grimsby	- - -	Trading Smack, W.	18	2	G. W. Rogers	J. Batty, Hull	Burton Stather.	Hull	Ballast	Leaky; condemned	—	Calm	Whitton Ness, River Humber.

Appendix C.—Table 4.—Detailed Statement of Casualties, involving PARTIAL LOSS OF VESSEL with LOSS OF LIFE, which occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1893, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to British or Foreign Vessels in Rivers and Harbours of British Possessions Abroad, in three divisions, viz.: (1) Strandings, (2) Collisions, (3) Other Causes.

(1) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 6 Oct.	"Red River" 10 years.	Winnipeg	- - -	S.S., W.	113	9	J. K. Marshall	North-West Navigation Co., Lim., Winnipeg, Manitoba.	Selkirk	Red Deer Island.	Lumber	3	N.W.——	Near Commissioner's Island, Lake Winnipeg, Canada.

(2) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a.) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b.) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 20 Sept.	"Hebe" 12 years.	Rochester	- - -	Spritsail Barge, W.	42	2	G. Bannister	J. W. B. Kemp, London.	St. Clement's Reach, River Thames.	London	Ballast	Schooner "Elizabeth Charlotte" of Carnarvon.	1	S.W. 2	St. Clement's Reach, River Thames.
30 Oct.	Unknown Age unknown.	Burmah (not registered).	- - -	Sailing Boat (Trading), W.	About 10	Unknwn.	- - -	- - -	Engaged in the River Irrawaddy.		Ballast, supposed 2 passengers.	S.S. "Palamcotta" of Glasgow.	2 (passengers.)	- -	River Irrawaddy, Burmah.
1 Nov.	"Crocus" 7 years.	Liverpool	- - -	Ferry Steamer, Steel.	35	9	A. Kenyon	The Wallasey Local Board, Egremont, Cheshire.	Liverpool	Seacombe	Ballast, about 400 passengers.	Ship "Eurydice" of Greenock.	1 (passenger).	S. 2	Near Prince's Landing Stage, River Mersey.
18 Dec.	"William and Isabella." 34 years.	Rochester	- - -	Spritsail Barge, W.	39	2	J. Saunders	W. Knight, Rainham, Kent.	Rainham, Kent.	London	- - -	S.S. "Sea Belle" of London.	1	W.S.W.	Off Woolwich, River Thames.
1893. 16 Jan.	"Diana" 10 years.	London	- - -	Steam Tug, I.	30	4	C. F. Matthews	Vokins & Co., Lim., London.	Engaged as a tug in the River Thames.		Ballast	S.S. "Sanda" of Glasgow and S.S. "Philomel" of London.	1	W. 2	Off Deptford, River Thames.
22 Jan.	"Lumley" 21 years.	Sunderland	- - -	S.S., I.	472	15	G. H. Edwards	H. T. Morton, Biddick Hall, Durham.	London	Sunderland	Ballast	S.S. "Penedo" of Newcastle-on-Tyne.	1	Calm	Long Reach, River Thames.
14 June	"No. 4" Age unknown.	Not registered	- - -	Wherry, W.	About 2	About 12 (Royal Engineers.)	- - -	H. M. War Department.	Engaged in River Medway.		- - -	Spritsail barge "John and Alfred" of Rochester.	3	E 5	Off Upper Upnor, River Medway.

(3) CASUALTIES FROM OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(*a.*) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (*b.*) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Disaster.	No. of Lives Lost.	Wind.	Place of Casualty.
1892. 4 July	"Sun" - - New.	Not registered	- - -	Steam Barge	30	3	J. Alty - -	Leeds and Liverpool Canal Co., Liverpool.	Liverpool -	Wigan -	Groceries and Cotton.	Boiler explosion -	1	—	Bankhall, near Liverpool, Leeds and Liverpool Canal.
16 July	"Mermaid" - - 5 years.	Not registered	- - -	Yacht (cutter), W.	1	6	P. Carolan, Clontarf, co. Dublin.		Clontarf -	Dublin -	Ballast -	Sank; subsequently raised.	4	E. 6	Abreast of No. 2 Buoy, River Liffey, co. Dublin.
28 July	"Kate" - - 26 years.	Not registered	- - -	Schooner, W.	100	5	F. Dewitty, Picton, Ontario.		Belleville, Ontario.	Charlotte, New York.	Ballast -	Struck by lightning and capsized.	2	Squally	Bay of Quinte, Lake Ontario, Canada.
16 Aug.	"Coromandel" - 7 years.	Greenock -	- - -	S.S., Steel -	2,383	No crew on board.	- - -	The Peninsular and Oriental S.N. Co., London.	Loading in Tilbury Dock, River Thames.		- - -	Explosion of coal gas in bunker.	1 (a trimmer not on articles).	—	Tilbury Dock, River Thames.
13 Sept.	No name - - Age unknown.	Not registered	- - -	Lug Sail, W.	About 2	2	- - -	- - -	Engaged as a pleasure boat on Oulton Broad.		Ballast -	Sank, subsequently recovered.	1	S. by W. 4	Oulton Broad, River Waveney, Suffolk.
1 Dec.	"Zemindar" - - 8 years.	Liverpool -	(*a.*) Liv. ✠ A 1.* 1 in Red. (*b.*) 5.92.	Ship, Steel -	2,009	31 and pilot.	W. V. Graham -	T. Brocklebank, Liverpool.	Calcutta -	Dundee -	Jute -	Hawser parted, &c.	1 (crew).	—	Garden Reach, River Hooghly.
15 Dec.	"Ophir" - - 1 year.	Glasgow -	(*a.*) Ll. ✠100 A 1. (*b.*) 8.92.	S.S., Steel -	3,223	(Vessel in dock)	- -	The Orient S.N. Co., Lim., London.	Lying in Tilbury Docks, River Thames.		Ballast, several workmen.	Explosion of coal gas in bunkers.	1 (a workman.)	—	Tilbury Docks, River Thames.
31 Dec.	"New York City" - 13 years.	London - -	(*a.*) Ll. ✠100 A 1. (*b.*) 9.92.	S.S., I. -	1,131	29	R. G. Taylor -	T. Scrutton, London.	Loading at Cardiff.		Coal - -	Explosion of petroleum gas.	3	E. 4	Roath Basin, Cardiff.
1893. 20 Jan.	"Diomedea" - - 18 years.	London -	(*a.*) Liv. ✠ A 1. 1 in Red. (*b.*) 10.92.	S.S., I. -	791	20	- - -	G. Porteous, London.	Lying at Palermo, Italy.		Shumac -	Joint of man-hole door of boiler blown out.	1	-- 4	Palermo Harbour, Italy.
3 Mar.	"Elena" - - 30 years.	Spain - -	(*a.*) B. Ver. I. Div. 3/3 A 1.1. from 12.90. (*b.*) 8.91.	S.S., I. -	412	18	T. Aguirre -	Cia. de Navegacion La Flecha, Bilbao.	Lying in Coburg Dock, Liverpool.		Hardware and General.	Explosion of boiler tube.	1	-- 4	Coburg Dock, Liverpool, River Mersey.
10 Mar.	"White Wall" - 28 years.	Rochester -	- - -	Spritsail Barge, W.	37	2	G. Langford -	Formby's Cement Works, Lim., London.	Rochester -	London -	Cement -	Sank; subsequently raised.	1	N.W. 5	Long Reach, River Medway, Kent.
3 April	"Oxbird" - - Age unknown.	Not registered	- - -	Lug Sail, W.	1	1	A. V. Whiting -	W. Wilkinson & Co., Burnham, Essex.	Burnham, Essex, on a pleasure trip.		Ballast, 19 passengers.	Sank; subsequently recovered.	4 (1 crew and 3 passengers).	—	Near Creeksea Ferry, River Crouch, Essex.

RETURN

OF

BRITISH TIMBER LADEN SHIPS

REPORTED TO THE

BOARD OF TRADE

AS HAVING

Foundered or as Missing, or as having met with other Casualties (except Stranding, Collision, or Fire) attended with Loss of Life, between the 1st of January 1890 and the 31st of December 1893, in Two Parts, viz.:—

Part I.—Foundered and Missing Ships.

Part II.—Ships which met with Miscellaneous Casualties attended with Loss of Life.

With Summaries.

(*In continuation of Parliamentary Paper* C.—6087.)

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
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BY EYRE AND SPOTTISWOODE,
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1894.

[C.—7492.] *Price* 3*d.*

PART I.—TIMBER LADEN SHIPS—

DETAILED LIST of BRITISH TIMBER LADEN SHIPS reported to the BOARD OF TRADE as having 1893, in Four

(1.) Steamships Foundered.
(2.) Steamships Missing.

The cases in each Division being further

(*a.*) Bound to Ports in the United Kingdom from Foreign or Colonial Ports.
(*b.*) Bound between Ports Abroad.

Note.—This Return includes a few cases which occurred prior to the 1st January 1890, but were reported towed to Port but

(1.) TIMBER LADEN STEAM-

Date of Foundering or Abandonment.	Name, Official Number, and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross. *b.* Net. *c.* Under Deck.	Classification.	Name and Address of Owner.
							(*a.*) BOUND TO THE
1890.							
16th November	"Falcon." 409. 36 years	Glasgow	Cork	Iron	*a.* 613 *b.* 376 *c.* 557	Not classed	D. MacBrayne, Glasgow.
							(*b.*) BOUND BETWEEN
							Nil.
							(*c.*) IN UNITED KINGDOM
							Nil.
1892.							(*d.*) IN COLONIAL
1st February	"Alpha." 94,244. 16 years.	Auckland, N.Z.	Auckland, N.Z.	Iron	*a.* 57 *b.* 36 *c.* —	Not classed	J. C. Cooper, Auckland, N.Z.
24th November	"Marvel." 93,649. 1 year.	Sydney, N.S.W.	Jervis Bay, N.S.W.	Wood	*a.* 71 *b.* 48 *c.* —	Not classed	G. Dent, Botany, N.S.W.

(2.) TIMBER LADEN

				Note.—No timber laden steamships were reported as

FOUNDERED AND MISSING, 1890 to 1893.

FOUNDERED or as MISSING between the 1st of January 1890 and the 31st of December 1893, DIVISIONS, viz.:—

(3.) Sailing Ships Foundered.
(4.) Sailing Ships Missing;—

classified according to whether the ships were—

(*c.*) In the Coasting Trade of the United Kingdom.
(*d.*) In Foreign and Colonial Local Trades.

too late for publication in the previous Return (C.—6087/90). It also shows cases of Abandoned Vessels afterwards condemned.

SHIPS—FOUNDERED.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives Lost.	State of Weather at Time of Casualty.	Place of Foundering or Abandonment.	Remarks.
Nature and Quantity.	Particulars of Deck Load (if any).	From	To					
UNITED KINGDOM.								
Staves (400 tons)	No deck load	New York (Sailed on 2nd Nov. 1890.)	Glasgow	16	—	S. Hurricane	Lat. 51° 20′ N. Lon. 23° 15′ W. N. Atlantic.	At noon on November 15th, the "Falcon" while lying to during a gale was struck by a sea which smashed the engine-room skylight and broke bulwarks, &c. Later on the engineer reported water rising in the engine-room, although the pumps were kept going, and at 4 p.m. it put the fires out in spite of every effort to keep them burning. The donkey and deck pumps being choked, would not work and all hands set to baling with buckets, but could not keep the water under. Early on the morning of the 16th the crew were rescued by a passing steamer, the "Falcon" then being a helpless wreck with 10 feet of water in fore-hold and engine-room and 8 feet in after hold.
PORTS ABROAD.								
Nil.								
COASTING TRADE.								
Nil.								
LOCAL TRADES.								
Logs. Vessel left port with six logs on board and a raft of logs in tow.	Had a deck load, dimensions not stated.	Mahurangi, N.Z.	Auckland, N.Z.	3	—	— 11 - -	1½ miles N. of Waiwera, N.Z.	The "Alpha" was caught in a severe storm. The waves breaking over her, filled the engine-room and put out the fires, leaving her helpless.
Hardwood logs, 30 tons.	No deck load -	Jervis Bay	Sydney, N.S.W.	4	—	E.S.E. 5 -	Shoalhaven Bight, N.S.W.	The Marine Board of New South Wales found that the "Marvel" suddenly sprang a leak and thereby foundered in spite of the efforts to keep her afloat until she could be beached.

STEAMSHIPS MISSING.

missing during the period covered by this Return.					

(3.) TIMBER LADEN SAIL-

Date of Foundering or Abandonment.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross. *b.* Net. *c.* Under Deck.	Classification.	Name and Address of Owner.
1889.						(*a.*) Bound to Ports in	
Abandoned 15th November.	"Lizzie Waters." 47,685. Brig. 24 years.	Sunderland	North Hylton	Wood	*a.* — *b.* 256 *c.* —	Not classed	C. Weatherburn, S. Shields.
1890.							
7th January	"Nordcap." 96,726. Barque. 35 years.	Chatham, N.B.	Belfast, Maine	Wood	*a.* 626 *b.* 602 *c.* 566	Not classed	E. Lantalum, Chatham, N.B.
11th January	"Mertola." 38,762. Barque. 24 years.	London	Pugwash, N.S.	Wood	*a.* — *b.* 392 *c.* —	Not classed	D. R. Green, Liverpool.
19th January	"Howard A. Turner," 90,756. Barque. 14 years.	St. John, N.B.	Harvey, N.B.	Wood	*a.* 529 *b.* 505 *c.* 451	B. Ver. 3/3 A. 1.1. for 12 years from 6.86–11.87.	J. N. Smith, Coverdale, N.B.
22nd May	"Carrier Dove." 80,009. Barque. 11 years.	St. John, N.B.	St. John, N.B.	Wood	*a.* 1,064 *b.* 1,026 *c.* 966	B. Ver. 3/3 L. 1.1. for 13 years from 9.79–4.90.	W. Thompson and Co., St. John, N.B.
22nd May	"George E. Corbitt," 69,684. Barquentine. 16 years.	Annapolis, N.S.	Digby, N.S.	Wood	*a.* 465 *b.* 450 *c.* 369	B. Ver. 3/3 L. 1.1. for 6 years from 11.84–88.	J. A. McBride, New York.
15th October	"Fearnought." 47,455. Barque. 31 years.	Liverpool	Boston, U.S.A.	Wood	*a.* 1,351 *b.* 1,292 *c.* 1,219	Not classed	M. J. Cox, Waterford.

ING SHIPS FOUNDERED.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives Lost.	State of Weather at Time of Casualty.	Place of Foundering or Abandonment.	Remarks.
Nature and Quantity.	Particulars of Deck Load (if any).	From	To					
THE UNITED KINGDOM.								
Boards, 119 standards or about 300 tons and 36 tons of sand ballast.	Had a deck load of about 19 standards.	Wyborg (Sailed on 8th Oct. 1888.)	Wisbeach	8	—	S.S.E. 9	Abandoned in Lat. 56° 36′ N. Long. 3° 35′ E. N. Sea.	On November 9th the "Lizzie Waters" encountered a gale and commenced to make water. Next day the leak increased and all hands were kept at the pumps. About 4 a.m. on the 11th the pumps became choked with sand ballast. There were then 8 or 9 ft. of water in the hold which had leaked in through the straining of the upper works, &c., owing to the weight of deck load, and upon finding this the master had the load thrown overboard, but the mischief had then been done. Vessel gradually filled, crew had to take refuge in deck-house and fore-top and on the 15th November they were taken on board a passing vessel. Subsequently the "Lizzie Waters" drifted on to the rocks near Stavanger, Norway, and she was eventually condemned and sold as a wreck.
Deals, &c. (quantity not stated).	Had a deck load 3 ft. high.	St. John, N.B. (Sailed on 20th Dec. 1889.)	Cardiff	12	—	W.N.W. 9	Lat. 44° 21′ N., Lon. 35° 34′ W., N. Atlantic.	In bad weather the deck load shifted and strained vessel, and master ordered it to be jettisoned. A succession of heavy gales was encountered, and chains had to be put round vessel to keep her from going to pieces. A heavy sea broke away all bulwarks, after skylights, &c., another carried away part of the stern, and the decks then began to burst up. Crew were taken off by a passing steamer.
Pitch-pine lumber, 147 standards.	Had a deck load, dimensions not stated.	Fernandina (Sailed on 26th Dec. 1889.)	English Channel for orders.	11	—	N.W. 12	Lat. 38° N., Lon. 68° W., N. Atlantic.	This vessel encountered terrific weather for four days, and was abandoned with 10 ft. water in the hold and pumps overpowered.
Deals, 325 standards.	Had a deck load (*see last column*).	Hillsboro', N.B.	Dublin	10	—	Very heavy gales from S.S.W. to W.	Abandoned in Lat. 51° N., Lon. 12° 30′ W., N. Atlantic.	The "Howard A. Turner" left Hillsboro', N.B., on 28th September, with a deck load about 7 ft. high, secured with cross planks and rope lashings, with large straps in the eye-bolts. On 1st October she grounded near Grand Manan, Bay of Fundy, but got off after jettisoning from 20 to 25 standards of deck load. She then put back to St. John, N.B., discharged cargo, and was repaired under Veritas survey at a cost of $8,000. On 21st December, after re-shipping cargo, she left St. John with a deck load 5 to 6 ft. high, all over the deck, secured with small spars and lashings. On 10th January, in a very heavy gale, deck load broke adrift and portion was washed away. Owing to the seas washing over the decks, the pumps could not be worked for 20 hours, after which vessel was found to be leaking and full of water. Bad weather continued, and on 19th January the crew, in an exhausted state, were taken on board the ss. "Bentala." Subsequently the "Howard A. Turner" was picked up by a steamer off the Longships, but the tow-rope broke and she went ashore near Penzer Point, Cornwall. She was then towed by another steamer to Penzance and there condemned.
Deals and birch (quantity not stated), stowed on about 300 tons of ballast.	Had a deck load 8 ft. 3 in. high, consisting of 33 tiers of 3 in. deals.	St. John, N.B. (Sailed on 8th May 1890).	Glasgow	16 and 1 passenger.	—	N. 10	About Lat. 50° N., Lon. 40° W., N. Atlantic.	From the 15th to the 17th of May the "Carrier Dove" was among field ice, in which, the master says, she got very much strained; but according to the mate she made no water for the next two days. On 19th May she met a heavy squall from the N., which lasted 36 hours. She heeled over and soon became full of water, pumps being overpowered, and the mate thinks that probably one of the bow ports gave way. An attempt was made to get rid of the deck load, after which vessel partially righted. But as soon as deck load got adrift, it went clean through everything on deck. Crew were rescued after being 48 hours in the rigging, or on top of the cabin.
Spruce deals, 225 standards.	Had a deck load of about 50 standards, about 6 ft. high, according to the master; 7 ft. high according to the mate.	St. John, N.B. (Sailed on 2nd May 1880.)	Dundalk	10	—	Variable, 10	About Lat. 45° N., Lon. 32° 30′ W., N. Atlantic.	Abandoned leaky, waterlogged, &c., after meeting bad weather with heavy seas. At the commencement of the gale some of the deck load was jettisoned to ease vessel. The remainder afterwards broke adrift and a further portion was jettisoned. Loss attributed by master and mate to stress of weather.
Deals and battens, 579 standards.	Had a deck load about 4 ft. 6 in. high, extending from the break of the poop to the back of the forecastle deck. It was secured by chains across the deck and frapped in where practicable. Spaces were left to allow of the pumps being worked.	St. John, N.B. (Sailed on 27th Sept. 1890.)	Fleetwood	18	—	S.S.E. to S.E. 10.	Lat. 44° 38′ N., Lon. 43° 46′ W., N. Atlantic.	The "Fearnought" encountered very heavy gales, laboured and strained and was thrown on beam ends, &c. The deck load breaking adrift and jamming the pumps, was jettisoned to clear them. Every effort was made to save the vessel, but she was ultimately abandoned waterlogged, with the hood-ends opened out fore and aft, decks raised, water rushing out of the seams and butts, &c. The Court of Inquiry found that the "Fearnought" was seaworthy when she left port, but having regard to her age and the time of the year, they thought she carried too heavy a deck load. The load was secured to the master's satisfaction and the cause of its giving way was the vessel shipping a heavy sea.

(3.) Timber Laden Sailing

Date of Foundering or Abandonment.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross. *b.* Net. *c.* Under Deck.	Classification.	Name and Address of Owner.
1890.						(*a.*) Bound to Ports in	
14th November	"Mary." 60,287. Barque. 22 years.	Montrose	Montrose	Wood	*a.* 391 *b.* 381 *c.* 364	Not classed	J. Mitchell, Montrose.
15th November	"Charger." 35,098. Barque. 34 years.	Belfast	St. John, N.B.	Wood	*a.* 1,081 *b.* 1,041 *c.* 969	Not classed	D. Dixon, Belfast
15th November	"Peeress." 75,509. Brigantine. 13 years.	Hamilton, Bermuda.	Cardigan, P.E.I.	Wood	*a.* 247 *b.* 239 *c.* 219	Not classed	J. W. Scammell, New York.
20th November	"Claudine." 84,474. Barque. 19 years.	Barnstaple	Recco, Italy	Wood	*a.* 609 *b.* 576 *c.* 582	B. Ver. 3/3 L. 1.1. for two years from 1.90.–2.90.	W. C. Rafarel, Barnstaple.
1891.							
3rd July	"Octavia." 14,726. Barque. 38 years.	South Shields	South Shields	Wood	*a.* 936 *b.* 898 *c.* 856	Not classed	J. Graham, Newcastle-on-Tyne.
3rd October	"Annot Lyle." 42,666. Barque. 30 years.	Liverpool	St. John, N.B.	Wood	*a.* 1,288 *b.* 1,246 *c.* 1,162	B. Ver. 5/6 L. 1.1. for four years from 12.90–7.91.	W. T. Dixon & Co., Liverpool.
15th November	"Southern Belle." 45,408. Barque. 29 years.	Bristol	Quebec	Wood	*a.* 1,169 *b.* 1,120 *c.* 1,058	Not classed	Burgess & Co., Swansea.

ips Foundered—*cont.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives Lost.	State of Weather at Time of Casualty.	Place of Foundering or Abandonment.	Remarks.
Nature and Quantity.	Particulars of Deck Load (if any).	From	To					
S UNITED KINGDOM—*cont.*								
reen heart timber, about 500 tons.	No deck load -	Essequibo River (Sailed on 13th Oct. 1890.)	Liverpool	12	—	N. 9 - -	N. Atlantic. About 30 m. S.W. of Flores, Azores.	On the night of the 13th November, in a strong gale, the tiller carried away at the rudder head, and later on the stern post started. The tiller was secured, but about 1 a.m. next day the cargo commenced to work and caused vessel to leak badly. Pumps were got to suck at 8 a.m., but afterwards the water gained as the cargo worked. The deck beams were found to be working about half an inch from the knees, the water-way seams open, deck leaking badly, a plank started on port bow below the water line, &c. On the afternoon of November 14th all hands were taken on board a passing vessel. The mate deposed that the "Mary" sprang a leak while loading at Essequibo, but that the cargo was shifted and the leak stopped. From what he then saw of the vessel he thought the fastenings were much decayed. On leaving port vessel made no more water than usual, *i.e.*, about an inch and a half an hour.
Deals, from 1,600 to 1,700 tons. There were about 40 tons of stone ballast in the bottom right aft.	Had a deck load 3 ft. high, on the main deck fore and aft, stowed according to regulations, and secured by cross lashings of chain and rope to ring bolts in the deck.	Dalhousie, N.B. (Sailed on 17th Oct. 1890.)	Belfast -	17	—	Variable hurricane.	Lat. 51° 12′ N., Lon. 15° 36′ W., N. Atlantic.	Abandoned waterlogged, with decks raised, &c., after encountering very bad weather for several days. The deck load had been swept overboard soon after the gales commenced. Vessel subsequently drove ashore at Garrywilliam Point, co. Kerry, where she broke up.
Wood, 392 tons -	No deck load -	Santa Fé (Sailed on 26th Sept. 1890.)	Falmouth	8	—	S.E. squally. Sea rough.	Lat. 0° 30′ S., Lon. 29° 30′ W., S. Atlantic.	The "Peeress" encountered bad weather, shipped many seas, leaked badly, and the water gained on the pumps. When abandoned she was rapidly settling down, and would, in all probability, sink in three or four hours, as the cargo consisted of heavy hard wood.
Deals (265 standards), stowed over about 80 tons of sand and stone ballast.	Had a deck load of deals 3 ft. high, secured by chains and planks.	Newcastle, N.B. (Sailed on 31st Oct. 1890.)	Larne -	13	—	S.W. to N.W. 10 to 11, with furious squalls and high cross seas. (Gale commenced on Novem- 17th.)	About Lat. 49° 30′ N., Lon. 28° 30′ W., N. Atlantic.	In very bad weather the "Claudine" laboured and strained severely, and made water fast. The deck load shifting and preventing the pumps being worked, was thrown overboard; but first the port pump and then the starboard one became choked with the ballast. When abandoned, vessel was waterlogged, with the decks rising, the masts settling down, &c.
Timber and deals, about 1,280 tons.	Had a deck load of about 90 loads of hewn timber and deals, about 4 ft. 10 in. high, stated by the master and mate to have been well stowed and secured.	Quebec (Sailed on 7th June 1891.)	Newcastle-on-Tyne.	17	—	N.N.E. to N.N.W. 4. Squally. (Master says that at 2 a.m. on June 30th vessel met a fresh gale, with violent squalls.)	Lat. 50° 54′ N., Lon. 14° 40′ W., N. Atlantic.	When about three weeks out the "Octavia" encountered squally weather, with a head sea. After pitching heavily and shipping large quantities of water, she sprang a leak which gained on the pumps, and the position of which could not be ascertained. The deck load, which had not started, was jettisoned to see if vessel had opened out on deck, but decks, stanchions, and waterways were found in good condition. The water still gained, the shaft of the starboard main pump broke, and vessel was ultimately abandoned with 16 ft. of water in the hold. The master says that before meeting the squalls vessel was pumped out with a 10 minutes' spell night and morning, and the mate that a 10 minutes' spell every four hours could easily free her. The latter also states that the deck load did not contribute to the loss.
Square and waney pine, oak and elm (about 1,700 tons). The hull is stated to have been "full of timber, well stowed."	Had a deck load of two tiers fore and aft secured with chain lashings across the main hatch and abaft the pumps. It was about 3 ft. high, contained about 5,500 cubic feet, and was blocked off with about a standard and a half of deals.	Quebec (Sailed on 9th Sept. 1891.)	Newcastle-on-Tyne.	19	—	S. to N.W. and S.W. to W. by S. 10 to 11. Terrific squalls.	Abandoned in Lat. 56° 50′ N., Lon. 15° 14′ W., N. Atlantic.	The "Annot Lyle" encountered heavy gales with terrific seas. In a heavy lurch she hove overboard several pieces of deck load and started all the rest. Later on the skylight was carried away, cabin flooded, forward house stove in and gutted, &c. An immense sea carried away the lashings of the deck load, which smashed the pumps, capstan, &c. Hatches were washed away. Vessel became waterlogged through filling from the decks, but did not leak below. The Court of Inquiry found that the vessel was abandoned through having become waterlogged owing to the damage caused by the deck cargo breaking loose during heavy weather. They thought that, but for the deck cargo, the vessel would have weathered the gale.
Timber and deals, about 1,200 tons.	No deck load -	St. Michael's, Azores. (Date of sailing not given.)	Queenboro'	13 and 2 stowaways.	—	N.W. — - -	Lat. 39° 50′ N., Lon. 9° 30′ W., N. Atlantic.	Abandoned waterlogged, with from 18 to 20 ft. of water in the hold, after meeting heavy weather.

(3.) Timber Laden Sailing

Date of Foundering or Abandonment.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross. *b.* Net. *c.* Under Deck.	Classification.	Name and Address of Owner.
1891						(*a.*) Bound to Ports in	
17th November	"Ryerson." 66,664. Ship. 19 years.	Liverpool	Salmon River, N.S.	Wood	*a.* 1,446 *b.* 1,423 *c.* 1,315	B. Ver. 5/6 L. 1.1. for 6 years from 1.89–1.89.	W. H. Ross & Co., Liverpool.
30th December	"Countess of Dufferin," 66,042. Barque. 19 years.	Londonderry	Quebec	Wood	*a.* 563 *b.* 540 *c.* 497	Not classed	B. H. McCorkell, Londonderry.
1892.							
—— February	"Cavour." 45,371. Barque. 30 years.	Greenock	St. John, N.B.	Wood	*a.* 1,327 *b.* 1,299 *c.* 1,257	Not classed	Cavour Shipping Co., Ld. (Jno. Carswell, Manager), Greenock.
22nd August	"Alumbagh." 47,375. Barque. 29 years.	London	Sunderland	Wood	*a.* 1,131 *b.* 1,063 *c.* 1,025	Ll. rest. 8 A1 from 12.89–10.89.	G. T. Soley, Liverpool.
Capsized on 22nd August.	"Hope." 53,826. Barque. 27 years.	Aberystwith	Quebec	Wood	*a.* 286 *b.* 249 *c.* 245	Not classed	John Evans, Aberystwith.
19th September	"Donald Ferguson." Barque. 19 years.	Pictou, N.S.	New Glasgow, N.S.	Wood	*a.* 612 *b.* 587 *c.* 502	Not classed	Robb Brothers, Belfast.

Ships Foundered—*cont.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives Lost.	State of Weather at Time of Casualty.	Place of Foundering or Abandonment.	Remarks.
Nature and Quantity.	Particulars of Deck Load (if any).	From	To					
THE UNITED KINGDOM—*cont.*								
Pitch pine, 1,710 loads, or about 1,900 tons.	Had a deck cargo from the mainmast forward of about 2 ft. 6 in., consisting of two tiers of logs, and from mainmast to cabin of about 3 ft. 4 in., consisting of three tiers of logs. The whole comprised about 200 loads. The cook of the "Ryerson" thought the deck cargo too great for the vessel to carry with safety. He said it consisted of about 70 logs, and that the three tiers were level with the bulwarks.	Pascagoula (Sailed on 15th Sept. 1891.)	Liverpool	19	—	N.N.W. 11	Lat. 44° 30′ N., Lon. 22°50′W., N. Atlantic.	The "Ryerson" encountered bad weather and heavy seas broke over her. She was abandoned leaky and full of water with pumps and after skylight smashed, deck load broken adrift on port side, deck planks gone from that side, &c.
Deals, 250 standards.	Had a deck load 3 ft. high, stated by master to have been thoroughly secured by the crew under his and his officers' supervision.	St. John, N.B. (Sailed on 8th Dec. 1891.)	Londonderry.	11	—	S.W. 12	Lat. 52° 30′ N., Lon. 22°30′W., N. Atlantic.	The "Countess of Dufferin" encountered a hurricane from the 25th to the 28th of Dec., after which the weather moderated a little. On the former date she became waterlogged, cabin was smashed in and deck house and galley washed away. At about midnight on the 25th the deck load began to move. Next day a part of the load was carried overboard, and the rest, which had broken loose, was jettisoned by the crew, several of whom were injured. On Dec. 30th vessel was abandoned.
Pitch pine, about 1,700 tons (67,889 cubic feet of sawn pitch pine timber and 32,637 superficial feet of pitch pine deals.	Charterers say vessel had no deck load.	Pensacola (Sailed on 16th Dec. 1891.)	Greenock	20	20	—	N. Atlantic	The "Cavour's" hull came ashore bottom up at Roundstone, co. Galway.
Deals	Had a deck load which, master said, was 2 ft. 9 ins. high and was well lashed and secured.	Musquash (Sailed on 14th Aug. 1892.)	Liverpool	16	—	Hurricane	Lat. 43° 24′ N., Lon. 56° 56′ W., N. Atlantic.	On the evening of 21st December the "Alumbagh" met a gale. At 11.30 p.m. a heavy sea carried away starboard lifeboat, side light, &c., and started the deck load. Vessel made water, but owing to the tremendous sea and the danger of the deals, the hand pumps could not be used. Later on it blew a hurricane, the seas rolled over vessel, and she began to break up. Hatches were burst in and cabins all washed away. By the afternoon of 22nd December, when all hands were taken on board a French steamer, the "Alumbagh's" mainmast had settled down about 5 ft. through her, the wheel had been broken, stern post started, &c.
Deals and birch (about 129 standards).	Had a deck load of 13 tiers of 3 in. spruce deals on starboard side, and 14 tiers on port side, the extra tier being taken to counterbalance the cargo under hatches.	Dalhousie, N.B. (Sailed on 15th Aug. 1892.)	Portmadoc	9	6	S. to S.E. 12	About 60 m. S.E. of Cape Race, N. Atlantic.	During a hurricane the "Hope" laboured and made water which gained on the pumps. Crew started to cut away deck load, but "it seemed to stick" in the rigging and lee braces. While the boatswain was cutting away the lee fore braces, vessel went on her side and on the next roll she turned keel up. Three of the crew managed to make a raft of some of the deals, from which they were rescued after floating about for three days.
Wood, quantity not stated.	Had a deck load; dimensions not stated.	Quebec (Sailed on 20th Aug. 1892.)	Belfast	13	—	N.W. 12	Abandoned about 20 m. N.E. of Eagle Island Light, co. Mayo.	On the 15th September when in about lat. 54 N., lon. 13.30 W., the "Donald Ferguson," during bad weather, was forced on her beam ends and a heavy sea carried away deck load and burst in fore and main hatches. Next day, about noon, weather moderated. Vessel, however, was then waterlogged. Deck house where crew lived and galley had been gutted, and a water tank swept away. On the 17th the gale again sprang up and continued on the 18th and 19th. A second water tank was capsized and water lost. As decks were bursting and water and provisions getting short, all hands took to the ship's lifeboat, in which, next day (the 20th) they managed to reach Ballyglass, co. Mayo. On the 20th the "Donald Ferguson" was picked up by a passing vessel and towed to Killybegs, co. Donegal. Subsequently she was taken to Belfast and broken up.

(3.) Timber Laden Sailing

Date of Foundering or Abandonment.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross. *b.* Net. *c.* Under Deck.	Classification.	Name and Address of Owner.
1892.							(*a.*) BOUND TO PORTS IN
28th October	"Calliope." 57,204. Barque. 24 years.	Windsor, N.S.	St. John, N.B.	Wood	*a.* 1,212 *b.* 1,179 *c.* 1,085	Not classed	C. De W. Smith, Windsor, N.S.
22nd December	"Vancouver." 74,311. Ship. 17 years.	Yarmouth, N.S.	Gros Coque, N.S.	Wood	*a.* 1,403 *b.* 1,376 *c.* 1,215	B. Ver. 3/3 L. 1.1. for 5 years from 12.87–12.87.	G. H. Lovitt, Yarmouth, N.S.
1893.							
5th January	"Pride of Wales." 62,840. Barque. 23 years.	Carnarvon	Portmadoc	Wood	*a.* 299 *b.* 288 *c.* 283	Ll. 4 A1, 6.91.	D. Morris, Portmadoc.
28th August	"Astoria." 94,287. Ship. 18 years.	London	Bath, Maine	Wood	*a.* 1,387 *b.* 1,335 *c.* 1,277	B. Ver. 3/3 L. 1.1. for 3 years from 7.93–8.93.	"Astoria" Ship Co., Lim. London. Jno Jackson, Manager.
28th August	"Nettie Murphy." 80,612. Ship. 12 years.	Yarmouth, N.S.	Tucket, N.S.	Wood	*a.* 1,403 *b.* 1,374 *c.* 1,264	B. Ver. 3/3 L. 1.1. for 5 years from 8.92–12.92.	J. Murphy, Yarmouth, N.S.
22nd December	"Forest." 72,310. Barque. 16 years.	St. John, N.B.	Clifton, N.B.	Wood	*a.* 786 *b.* 720 *c.* 708	B. Ver. 3/3 L. 1.1. for 3 years from 12.92–3.93.	W. Thomson & Co., St. John, N.B.
1890.							(*b.*) BOUND BETWEEN
27th August	"Edmund." 77,548. Schooner. 11 years.	Amherst, N.S.	Alma, N.B.	Wood	*a.* — *b.* 107 *c.* —	Not classed	S. Maxwell, Dorchester, N.B.

Ships Foundered—*cont.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives Lost.	State of Weather at Time of Casualty.	Place of Foundering or Abandonment.	Remarks.
Nature and Quantity.	Particulars of Deck Load (if any).	From	To					
THE UNITED KINGDOM—*cont.*								
Spruce deals, about 500 standards.	Had a full deck load 7½ to 8 ft. high according to master's statement; about 6 ft. high according to mate's. It was "lashed with spars and chains."	Parrsboro' (Sailed on 1st Sept. 1892.)	Fleetwood	15 and 1 passenger.	—	S. to S.E. Heavy gales.	Lat. 52 N., Lon. 29° 19′ W., N. Atlantic.	For about 15 days from 12th October the "Calliope" encountered severe gales and laboured and strained. At the commencement of the gale, on her making water badly, about a quarter of the deck load was jettisoned and she tightened up a bit. But she shipped and was lifted astern by heavy seas, falling back very heavily and jarring herself. From 24th or 25th October the pumps were constantly going. On the 24th the remaining deck load was thrown overboard. On 28th October vessel was abandoned waterlogged with 12 ft. water in her and a list to starboard. Master says the seas had not broken her at all, that the decks were pretty tight and the leakage must have been below the water line, but the weather was too bad to look for it.
Deals, about 1,900 tons.	Had a deck load 3 ft. high, secured by lashings, chains, and spars.	St. John, N.B. (Sailed on 3rd Dec. 1892.)	Penarth, for orders.	19	—	Hurricane -	Lat. 47 N., Lon. 35 W., N. Atlantic.	The "Vancouver" experienced terrific weather for several days. At the commencement of the gales the deck load broke adrift and was jettisoned, and it was then found that the bulwarks were gone. Vessel strained and laboured very heavily and made so much water that it overpowered the pumps, and she was ultimately abandoned waterlogged and breaking up. Before leaving her the crew set her on fire to prevent danger to navigation.
Logwood, about 350 tons.	No deck load -	Monte Cuyo, Mexico. (Sailed on 15th Nov. 1892.)	Fleetwood	8	—	S.E. Hurricane.	Lat. 40° 40′ N., Lon. 37° 20′ W., N. Atlantic.	Abandoned leaky and unmanageable after encountering a hurricane and losing bowsprit, starboard bulwarks, and rudder, and having two of the main deck beams broken, hatch coamings started, &c.
Pitch pine square timber, 1,573 loads, weighing from 1,600 to 1,700 tons, including deck load. The holds were full to the beams, cargo was stowed by licensed stevedores and properly secured.	Had a deck load of 190 squares, weighing 140 to 150 tons. It was about 3 ft. high, was stowed in three tiers, one above the other, and was up to the main rail. It covered the deck from the poop to the top gallant forecastle and was secured with stream chains, toms, and lashings.	Pensacola (Sailed on 16th Aug. 1893.)	United Kingdom.	21 and Master's wife.	—	E.S.E. Hurricane with terrific sea.	Abandoned in N. Atlantic about 20 m. E.S.E. of Charleston, U.S.A.	At 10 a.m. on the 28th August in a hurricane a sea threw the "Astoria" on her beam ends and washed away the boats, but the vessel eased on her fore and main top-gallant masts being cut away. Later on the sails were blown away. The deck cargo also broke adrift, injuring the master and two of the crew who had been pumping, and breaking off the pumps at the deck. Attempts to secure the deck cargo were unsuccessfull, and eventually it was all washed overboard. The starboard bulwarks and the deckhouse were also carried away and the cabin completely gutted. On the afternoon of the same day, vessel being then a wreck and the decks full of water, the crew took refuge in the mizen top and rigging, whence soon after midnight on the 28th they were rescued by a boat from a passing steamer. On the 29th the "Astoria" was discovered by a fishing smack off Stono Inlet, S.Ca., and later on she was towed by steam tugs to Port Royal, S.Ca., where she was afterwards surveyed and condemned. The Court of Inquiry found the "Astoria" was seaworthy and not overladen when she left Pensacola, that the cargo and deck load were properly secured, and not excessive, and that the master was justified in abandoning the vessel after she had been disabled by the extremely severe weather.
Timber, 2,150 tons.	Had a deck load; dimensions not stated.	Pensacola (Sailed on 17th Aug. 1893.)	Dundee -	18	—	S.S.W. Hurricane.	Lat. 28° 12′ N., Lon. 79° 16′ W., N. Atlantic.	The "Nettie Murphy" encountered bad weather which lasted from the 26th of August until time of abandonment. She made water from the commencement of the gale. Deck load was partly carried away, houses gutted, pumps broken at the deck, &c.
Deals and deal ends (between 300 and 400 standards) and 140 tons of ballast.	Had a deck load, which did not exceed 3 ft. in height.	St. John, N.B. (Sailed on 30th Nov. 1893.)	Glasgow -	18	—	Succession of strong gales from N.W. and S.W. with terrific seas.	Abandoned in Lat. 49° 50′ N., Lon. 19° 5′ W., N. Atlantic.	The "Forest" encountered gales from 15th December. Deck load was washed away, rudder got loose, the stern opened out, &c.
PORTS ABROAD.								
Boards and laths, about 60 tons.	Had a deck load; dimensions not stated.	Hillsboro', N.B., and West Quoddy, Maine (left the latter port on 26th Aug. 1890).	Boston, Mass.	5	—	W.S.W. 9 -	Mount Desert Rock, bearing S. about 4 miles, N. Atlantic.	The "Edmund" sprang a leak in a gale, and the sea broke heavily over the deck. One half of the deck load (that on one side) went overboard and vessel rolled on her beam ends. The crew took to the boat, and were picked up by a passing vessel.

(3.) Timber Laden Sailing

Date of Foundering or Abandonment.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross. *b.* Net. *c.* Under Deck.	Classification.	Name and Address of Owner.
1890.							(*b.*) BOUND BETWEEN
6th December -	"Cupid." 64,845. Barque. 19 years.	Halifax, N.S. -	Maitland, N.S. -	Wood -	*a.* 651 *b.* 651 *c.* 602	Not classed -	D. Anderson, Montreal.
1891.							
11th June - -	"Exile." 66,941. Barque. 18 years.	St. John, N.B. -	St. Martin's, N.B.	Wood - -	*a.* 969 *b.* 934 *c.* 847	B. Ver. 3/3 A 1. 1. for 2 years from 8.89–8.89.	H. W. Northrup, St. John, N.B.
9th October - -	"Energy." 85,614. Brigantine. 8 years.	Parrsboro', N.S. -	Parrsboro', N.S. -	Wood -	*a.* 214 *b.* 193 *c.* 158	B. Ver. 3/3 A. 1. 1. for 5 years from 8.90–8.90.	S. McBride, Harborville, N.S.
25th October -	"L. B. Hatch." 77,952. Schooner. 12 years.	Annapolis, N.S. -	Granville, N.S. -	Wood - -	*a.* — *b.* 89 *c.* —	Not classed -	J. Johnson, Lower Granville, N.S.
1892.							
28th January -	"City of Liverpool." 50,735. Barque. 28 years.	Liverpool - -	Quebec - -	Wood -	*a.* 1,436 *b.* 1,379 *c.* 1,293	Not classed -	A. Cassels, Liverpool.
17th February -	"Cardiganshire." 50,109. Barquentine. 28 years.	London - - -	Neyland, Pembrokeshire.	Wood - -	*a.* 365 *b.* 365 *c.* 348	Ll. A1 in red, S. S. 88. 9 years. 7.91.	E. Jones, Criccieth
23rd August - -	"Mary Gibbon." 90,829. Schooner. 2 years.	Port Medway, N.S.	Port Medway, N.S.	Wood -	*a.* 132 *b.* 132 *c.* 98	Not classed -	B. C. Morse, Boston, Mass.

Ships Foundered—*cont.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives Lost.	State of Weather at Time of Casualty.	Place of Foundering or Abandonment.	Remarks.
Nature and Quantity.	Particulars of Deck Load (if any).	From	To					
PORTS ABROAD—*cont.*								
Spruce spantlings, about 600 tons.	Had a deck load about 4 ft. 7 in. high, measuring 93,000 superficial feet, stowed all over the deck, secured with five spars athwart ship, and chain and rope lashings.	St. John, N.B. (Sailed on 26th Nov. 1890.)	Buenos Ayres.	12	—	S.S.E. to N.W. hurricane.	About Lat. 39° N., Lon. 59° W., N. Atlantic.	On Nov. 30th, in a hurricane, the "Cupid," while lying down with rails under water, shipped heavy seas which started the deck load and washed a part overboard. She commenced to leak badly, and the sea carried away bowsprit, and started knight heads and stem, opening her out forward. Pumps were set going and worked well, but the water gained. Some deck load was jettisoned, but by midnight on Dec. 1st vessel was waterlogged. Next day weather was was more moderate, and remaining deck load was thrown overboard. Vessel, however, was in a helpless state, with waterways and stanchions started, decks raised, &c. The crew were rescued on Dec. 6 by a passing vessel.
Lumber, consisting of— 383 pieces of hewn timber = 429,840 sq. ft. 385 pieces of sawn timber = 164,478 „ 206 pieces of sawn B. fillings = 54,546 „ 11 pieces of hewn stowage = 5,491 „ 112 pieces of deals = 7,893 „ 1,097 = 662,248 „	Had a deck load of about 200 pieces of sawn timber.	Pascagoula. (Sailed on 10th May 1891.)	Amsterdam.	14	—	A storm for several days, with a cyclone during part of the time.	Lat. 43° 10′ N., Lon. 41° 40′ W., N. Atlantic.	Stormy weather was experienced from the 7th of June. A cyclone threw vessel on beam ends, and carried away mainmast, fore-topgallant and mizen-top masts, part of deck load, &c. Heavy seas then washed away deck erections and bulwarks, split open covering board, gutted cabin, &c., and vessel was ultimately abandoned waterlogged. Owing to the bad weather a German steamer lay by for 21 hours before she was able to take off the crew.
Mahogany, about 260 tons.	Had a deck load; dimensions not stated.	Santa Cruz, Cuba. (Sailed on 23rd Sept. 1891.)	New York	6	—	N.N.E. 12	40 m. E.N.E. of Cape Hatteras, N. Atlantic.	The "Energy" shipped seas nearly all the voyage and became leaky. When the crew left her she had 7½ ft. water in the hold. Subsequently she was boarded by some of the crew of another vessel, but again had to be abandoned after encountering further gales.
Firewood, 250 tons.	Had a deck load; dimensions not stated.	Thorne's Cove, N.S.	Boston, Mass.	6	—	N. 11. Very rough sea.	Off Cape Sable, N. Atlantic.	Abandoned leaky, with 4 ft. of water in the hold, after losing boat, rudder-head, mainmast, &c.
Pitch pine, about 1,600 loads.	According to the Report of the Court of Inquiry, vessel had about 10 or 12 logs on deck, placed on the port side to counteract a slight list to starboard. The first mate stated there were 14 logs on deck, 20 ft. by 10 in. each, tommed to the skids.	Ship Island, U.S.A. (Sailed on 15th Dec. 1891.) Afterwards put into Havannah, which latter port she left on 10th Jan. 1892.	Havre	16	—	S.W. to N.W.	About Lat. 35° 42′ N., Lon. 58 W., N. Atlantic.	When about two days out from Ship Island the "City of Liverpool" met a gale, and made more water than usual. After some hours the crew refused to pump any more unless the vessel was headed for a neighbouring port. The master, against his wish, accordingly made for Havannah, which was reached on Dec. 20th. After the topsides, where the master thought the leak was, had been caulked, the surveyors at Havannah pronounced vessel seaworthy. Thirteen of the original crew, however, refused to proceed, and were discharged, nine others being shipped in their place. Vessel left Havannah on Jan. 10th, with 16 hands all told, that number being her complement according to the articles. On the voyage being resumed the windmill pump was kept going, and for the first four days the main pumps were only worked for half an hour every evening. The leakage, however, increased as the weather got bad, and later on vessel experienced a series of gales. By Dec. 25th she was almost waterlogged, with one of the pumps choked. On that day she suddenly broached to, and forward house was carried away, &c. The mizen mast and main topmast were cut away, but hung over the sides, bumping heavily. The upper works started, lower planks opened, and some of the cargo floated out. On Jan. 28th vessel was abandoned. The Court of Inquiry, thought there was no reason why the vessel should not have continued her voyage without putting into Havannah had the crew not refused to proceed. They found that vessel was seaworthy, and her cargo properly stowed and secured when she left Havannah, and that her loss was due to the bad weather.
Logwood and fustic, 469 tons.	No deck load	Monte Christi, San Domingo. (Sailed on 25th Dec. 1891.)	Havre	8	—	S.W. 9. Heavy sea.	Lat. 49° 10′ N., Lon. 9° W.	Strong gales were encountered. The tiller gave way, and afterwards the rudder. A temporary rudder was rigged, but would not steer. Vessel was abandoned with 3 ft. of water in the well.
Oak staves and lumber; quantity not stated.	Had a deck load; dimensions not stated.	Portland, Maine. (Sailed on 15th Aug. 1892.)	Georgetown, Demerara.	6	4	Hurricane, with very high sea.	Lat. 39° 30′ N., Lon. 60° 52′ W., N. Atlantic.	In a hurricane the "Mary Gibbon's" masts were broken, rudder and bowsprit carried away, and she became a complete wreck. The mate and three men were washed overboard and drowned. The master and another man were rescued by a passing vessel.

(3.) Timber Laden Sailing

Date of Foundering or Abandonment.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross. *b.* Net. *c.* Under Deck.	Classification.	Name and Address of Owner.
1892.							(*b.*) BOUND BETWEEN
23rd October -	"Lady Gertrude." 63,578. Barque. 25 years.	Aberdeen - -	Fiume, Austria -	Wood -	*a.* 524 *b.* 500 *c.* 489	Not classed -	A. Matthewson, Dundee.
1893.							
1st January - -	"Rita." 100,008. Schooner. 1 year.	Annapolis, N.S. -	Bridgetown, N.S.	Wood - -	*a.* — *b.* 197 *c.* —	Not classed -	J. E. Shafner, Granville Ferry, N.S.
18th February -	"Annie." 100,565. Three masted schooner. 19 years.	Lunenburg, N.S. -	Noank, U.S.A. -	Wood -	*a.* 195 *b.* 156 *c.* 162	Not classed -	J. McDonald, Pictou, N.S.
Abandoned on 26th August.	"Catherine." 94,975. Barque. 3 years.	Yarmouth, N.S. -	Digby, N.S. - -	Wood - -	*a.* 834 *b.* 798 *c.* 753	B. Ver. 3/3 L. 1.1. for 12 years from 6.90–6.90.	W. D. Lovitt, Yarmouth, N.S.
29th August - -	"Moneta." 100,005. Three masted schooner. 2 years.	Annapolis, N.S. -	Granville, N.S. -	Wood -	*a.* 235 *b.* 199 *c.* 188	Not classed -	C. D. Pickels, Annapolis, N.S.
							(*c.*) IN UNITED KINGDOM
							Nil.
1889.							(*d.*) IN FOREIGN AND
16th April - -	"Maggie Taylor." 74,847. Ketch. 9 years.	Sydney, N.S.W. -	Stockton, N.S.W.	Wood -	*a.* — *b.* 37 *c.* —	Not classed -	D. McLeman, Sydney, N.S.W.
22nd April - -	"Futtehul Munnun." Brig. 13 years.	British India (not registered).	—	Wood -	*a.* — *b.* 194 *c.* —	Not classed -	—
1890.							
24th May - -	"Janagy Ammen." Dhoney. 24 years.	British India (not registered).	Cuddalore -	Wood -	*a.* — *b.* 182 *c.* —	Not classed -	M. Oolagappachetty, Cuddalore.
16th July - -	"Zodiac." 10,709. Barque. 38 years.	Sydney, N.S.W. -	Salcombe - -	Wood -	*a.* 325 *b.* 316 *c.* 318	Not classed -	J. P. Walker, Sydney, N.S.W.
27th November -	"Nanakshaye." Dinghy. 1 year.	British India (not registered).	—	Wood -	*a.* — *b.* 61 *c.* —	Not classed -	—

Ships Foundered—*cont.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives Lost.	State of Weather at Time of Casualty.	Place of Foundering or Abandonment.	Remarks.
Nature and Quantity.	Particulars of Deck Load (if any).	From	To					
PORTS ABROAD—*cont.*								
Logwood, about 475 tons.	—	Old Harbour, Jamaica. (Sailed on 25th Aug. 1892.)	Rotterdam	10	—	S.E. Strong to whole gales. Very high seas.	About Lat. 50 N., Lon. 21 W., N. Atlantic.	Abandoned leaky and unmanageable, with rudder head broken stern-post started. &c.
Pitch pine, 380 tons.	Had a deck load; dimensions not stated.	Jacksonville, Florida. (Sailed on 27th Dec. 1892.)	Demerara	7	—	S.E. - -	About Lat. 34 N., Lon. 77° 20′ W., N. Atlantic.	The "Rita" was struck by a heavy sea which caused her to leak. She filled with water, became unmanageable, and was abandoned. On the 13th May she was passed derelict off San Salvador.
Boards, about 230 tons.	Had a deck load; dimensions not stated.	Gold River, N.S. (Sailed on 16th Feb. 1893.)	Havannah	7	—	S. 11. Thick snow. Very rough sea.	About Lat. 41° 20 N., Lon. 65′ W., N. Atlantic.	The 'Annie" after lying to under storm sails for about eight hours, suddenly sprang a leak, probably through starting a butt. Although previously tight she became waterlogged in an hour and a half. She also went on her beam ends and the boats were lost. The crew were rescued by a passing steamer.
Pitch pine lumber, 746,000 ft.	Had a deck load -	Pensacola (Sailed on 15th July 1893.)	Rio Janeiro.	10	—	S.S.E. hurricane.	Lat. 28° 38′ N., Lon. 40° 17′ W., N. Atlantic.	In a hurricane with tremendous seas the "Catherine" was rendered a complete wreck. She leaked badly, the pumps and the rudder were broken, sails blown away, boats and deck-houses smashed, &c., and the mainmast began to settle down. All hands were taken off by a passing steamer. The "Catherine" was picked up waterlogged on the 1st Oct. 1893, in Lat. 26° 18′ N., Lon. 44° 9′ W., and was thence towed to St. Vincent, W. I., but was afterwards condemned.
White pine lumber.	Had a deck load; quantity not stated, but the load was 2 or 3 ft. above the rail.	Annapolis, N.S. (Sailed on 1st Aug. 1893.)	Bridgetown, Barbadoes.	7	—	E.N.E. hurricane.	Dismasted, &c. in about Lat. 19° 10′ N., Lon. 58° 25′ W. Abandoned in Lat. 21° 15′ N., Lon. 60° 40′ W. N. Atlantic.	On the 19th of August the "Moneta" met a hurricane with heavy seas, was dismasted, lost boat, rudder, steering gear, &c., and became leaky. The deck load was carried away from one side of the deck, but some remained on the other side, "lying in every fashion." Ten days later the crew were rescued by a passing steamer. In the following November, the "Moneta" was found water-logged off Isabella, Porto Rico, and towed to Aquadilla, where she was condemned. When picked up, she had been stripped of everything, probably by passing vessels.
COASTING TRADE.								
Nil.								
COLONIAL LOCAL TRADES.								
Timber - -	Not stated whether a deck load was carried.	Camden Haven, N.S.W.	Sydney, N.S.W.	7	4	N.W. — -	About 400 yards off Camden Haven Bar, N.S.W.	A heavy sea broke the hatches and caused vessel to founder.
Planks and timber.	Not stated whether a deck load was carried.	Akyab	Chittagong	14	—	Heavy squall	S. of Kutubdea, Chittagong, Bay of Bengal.	Reported to have been old and rotten, and to have foundered after meeting a heavy squall.
Timber, 150 tons, per one report, 170 per another.	Had a deck load; dimensions not stated.	Quilon (Sailed on 10th April 1890.)	Madras	14	—	S. 10 - -	Palk Strait, near Kaits, Ceylon.	Loss stated to be due to vessel's old age and want of repairs. She sprang a leak in a gale and was abandoned sinking.
Kauri pine (quantity not stated).	Stated to have had a moderate deck cargo.	Kiapara, N.Z.	Sydney, N.S.W.	9 and 4 passengers.	—	—	Off Seal Rock Point, N.S.W.	The "Zodiac" met a succession of heavy gales, with high seas, which caused her to leak to such an extent that the pumps could not keep her clear, and she was abandoned waterlogged. Subsequently she went ashore near Camden Haven, N.S.W., and became a total wreck.
Firewood -	Not stated whether a deck load was carried.	Keti Bandar.	Bombay	8 and 1 passenger.	—	—	Off the Gabawari, mouth of R. Indus, West Coast of India.	Stated to have suddenly sprung a leak and sunk.

Date of Foundering or Abandonment.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross. *b.* Net. *c.* Under Deck.	Classification.	Name and Address of Owner.
1891.							(*d.*) In Foreign and
8th January	"Perseverance." 91,461. Schooner. 3 years.	Maryborough, Queensland.	Maryborough	Wood	*a.* — *b.* 163 *c.* —	Not classed	R. M. Hyne, Maryborough.
18th January	"Thangie." Dinghy. Age unknown.	British India (not registered).	—	Wood	*a.* — *b.* 130 *c.* —	Not classed	—
19th February	"Formosa." 75,024. Ketch. 10 years.	Sydney, N.S.W.	Nowra, N.S.W.	Wood	*a.* — *b.* 54 *c.* —	Not classed	W. J. Wright, Woollahra, near Sydney, N.S.W.
12th March	"Luxmiprasad." Lateen. 25 years.	British India (not registered).	—	Wood	*a.* — *b.* 13 *c.* —	Not classed	—
8th July	"Quick Step." 75,768. Schooner. 14 years.	Liverpool, N.S.	Port Mouton, N.S.	Wood	*a.* — *b.* 28 *c.* —	Not classed	J. Millard, Liverpool, N.S.
20th August	"Linda." 59,360. Schooner. 40 years.	Parrsboro', N.S.	—	Wood	*a.* — *b.* 57 *c.* —	Not classed	J. Kearney, Parrsboro', N.S.
29th November	"Commodore Foote." 86,407. Schooner. 29 years.	Barbados	Essex, U.S.A.	Wood	*a.* — *b.* 57 *c.* —	Not classed	D. H. Roberts, Bridgetown, Barbados.
21st December	"Chan Tha Gyee." —— Kattoo. 4 years.	British Burmah (not registered).	—	Wood	*a.* — *b.* 59 *c.* —	Not classed	—
1892.							
9th January	"Sultan Secunder." Brig. 31 years.	British India (not registered).	—	Wood	*a.* — *b.* 216 *c.* —	Not classed	—— Maricai, Porto Novo.
13th April	"Champion." 75,055. Ketch. 13 years.	Sydney, N.S.W.	Brisbane Water	Wood	*a.* — *b.* 36 *c.* —	Not classed	J. Franklin, Sydney, N.S.W.
8th June	"Annie Dale." 91,580. Sloop. 3 years.	St. George's, Grenada.	Carriacou	Wood	*a.* — *b.* 12 *c.* —	Not classed	J. McKenzie, Carriacou, Grenada.
1893.							
1st March	"Sri Venugopalsawmy." Brig. 44 years.	British India (not registered).	—	Wood	*a.* — *b.* 217 *c.* —	Not classed	Sulthan Nagutha, Maricar, Porto Novo, Madras.
6th December	"Victoria." 93,239. Sloop. About 8 years.	St. Vincent, W.I.	—	Wood	*a.* — *b.* 3 *c.* —	Not classed	R. Selby, Castries, St. Lucia.

Ships Foundered—*cont.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives Lost.	State of Weather at Time of Casualty.	Place of Foundering or Abandonment.	Remarks.
Nature and Quantity.	Particulars of Deck Load (if any).	From	To					
COLONIAL LOCAL TRADES—*cont.*								
Hardwood timber.	Not stated whether a deck load was carried.	Maryborough. (Sailed on 3rd Jan. 1891.)	Townsville, Queensland.	8 and 1 passenger.	—	E.S.E. 11 -	18 m. S.E. by E. of High Peak Island, Queensland.	The crew of the "Perseverance" stated before the Queensland Marine Board that on the 7th June the high sea caused the vessel to strain heavily, and that at 5 p.m. on that day she had 2 ft. of water in the hold. One pump, however, appears to have kept her free till 7 p.m. At midnight the lanyards of the fore-rigging carried away and the foremast went over the side, taking with it the main topmast. At 4.30 a.m. on the 8th, the mainmast was cut away, after which no attempt was made to ascertain whether the leak was increasing. At daylight on the 8th, all hands were taken on board a passing steamer. The Marine Board thought the crew of the "Perseverance" were not in an exhausted condition when they left her, and that had her master accepted the offer of the passing steamer to take her in tow, she might have been got to port. The Board found the abandonment due to the wrongful act of the master and cancelled his certificate.
Teak and bamboos.	Had a deck load; dimensions not stated.	Calicut (Sailed on 22nd Dec. 1890.)	Kurrachee	10	—	—	Off Ghorabari, W. Coast of India.	Foundered through heavy weather.
Hardwood, sawn timber, 80 tons.	No deck load -	Camden Haven, N.S.W. (Sailed on 17th Feb. 1891.)	Sydney, N.S.W.	4 and 1 passenger.	—	S. 10 - -	Two miles off Manly, N.S.W.	On 19th February the wind increased, and the "Formosa" sprang a leak which could not be kept under. She foundered soon after the crew had left her.
Firewood -	Not stated whether a deck load was carried.	Chene	Bombay	6	—	Heavy weather	Entrance to Bassein Creek, Bombay Coast, W. Coast of India.	The "Luxmiprasad" while entering Bassein Creek encountered strong winds, which caused her to roll heavily, ship a large quantity of water, and ultimately founder
Lumber - -	Not stated whether a deck load was carried.	Liverpool, N.S. (Date of sailing not stated.)	Port Hood, C.B.	3	—	S. 7 - -	N. Atlantic, off White Head, N.S.	The "Quick Step" sprang a leak and filled within an hour. A steamer in trying to tow her pulled her foremast out. The schooner afterwards sank, but part of her cargo drifted ashore, and about 8,000 feet were saved.
Dry lumber -	Not stated whether a deck load was carried.	Parrsborro', N.S.	Wolfville, N.S.	3 and 2 passengers.	—	S.W. gale -	Basin of Minas, off Kingsport, Nova Scotia.	The "Linda" sprank a leak, filled, and rolled on her side, but was righted and towed to Kingsport Pier, N.S., where she was afterwards stripped and sold. All hands rescued by boat of another vessel. Register closed.
Firewood, 73 tons.	Had a deck load; dimensions not stated.	St. Lucia, W.I.	Barbados.	7 and 1 passenger.	—	E.S.E. 6. Squally.	Off Carvelle Rock, Martinique, Caribbean Sea.	This vessel was found to be leaky soon after sailing. She met a strong breeze with heavy sea, and lost her foremast. Deck load was jettisoned, and pumps being out of order she was baled. It was deemed advisable to bear up for Martinique, but when off the Carvelle Rock she went down. Masts and sails are stated to have been in bad condition, and she is reported as deficient in almost everything.
Planks and Dhauree leaves.	Not stated whether a deck load was carried.	Tavoy	Rangoon	15	2	—	15 m. off the Middle Moscos, Burmah Coast.	The "Chan Tha Gyee" capsized and sank after being suddenly struck by a gale.
Timber, 234 tons	No deck load -	Moulmein (Sailed on 6th Jan. 1892.)	Tondi	18	—	Fine - -	Lat. 15° 40′ N., Lon. 96° 7′ E. Gulf of Martaban.	The "Sultan Secunder" sprang a leak, gradually filled and became waterlogged. The Court of Inquiry held at Rangoon found nothing to show how the leak arose. The vessel was old, but there was no evidence of blame attaching to anyone.
Timber, quantity not stated.	Not stated whether a deck load was carried.	Cape Hawke River. (Sailed on 10th April 1892.)	Sydney, N.S.W.	3	—	Westerly -	Off Lake Macquarie, N.S.W.	The "Champion" met a westerly wind with nasty choppy sea, leaked badly, and the water gained on the pumps. She foundered about 15 minutes after the crew left her. The New South Wales Marine Board found no evidence of default on the part of the master.
Boards and food stuffs, quantity not stated.	Not stated whether a deck load was carried.	Port of Spain, Trinidad.	Grenada	3	—	Squally - -	Off the south end of Grenada, W.I.	Severe squalls caused loss of sails and rudder. Vessel filled with water through the opening of a seam.
Timber and paddy, about 85 tons.	No deck load -	Moulmein	Porto Novo	25	—	N.E. - -	Porto Novo	Sprang a leak and foundered, owing to strong north-easterly wind and rough sea.
Logwood and cocoa.	Not stated whether a deck load was carried.	Micoud (Sailed on 6th Dec. 1893.)	Castries	2	—	— Light wind	Off Point Moulachique, St. Lucia.	Sprang a leak. Plank in bottom supposed to have started.

(4.) TIMBER LADEN SAILING

When and where last heard of.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross. *b.* Net. *c.* Under Deck.	Classification.	Name and Address of Owner.
1889.							(*a.*) BOUND TO PORTS IN
Not heard of since sailing on 29th November 1889.	"Hampshire." 63,589. Ship. 19 years.	Liverpool	Greenock	Composite	*a.* 1,214 *b.* 1,164 *c.* 1,123	Not classed	G. A. Macbeth, Glasgow.
1890.							
Not heard of since sailing on 10th January 1890.	"Parthenia." 70,917. Barkantine. 15 years.	Liverpool	Greenock	Iron	*a.* 265 *b.* 249 *c.* 248	Ll. 100 A1., 9.89	J. E. Goodyear, (Devonia Shipping Co., Ld.), Liverpool.
1891.							
Not heard of since sailing on 19th August 1891.	"Minnie G. Elkin." 85,606. Barkantine. 8 years.	St. John, N.B.	St. John, N.B.	Wood	*a.* 438 *b.* 429 *c.* 359	B. Ver. 3/3 A.1.1. for 12 years from 9. 83–6.90	R. G. Elkin, St. John, N.B.
1892.							
Not heard of since sailing on 12th October 1892.	"Selma." 56,053. Barque. 25 years.	Newcastle-on-Tyne.	Sunderland	Wood	*a.* 356 *b.* 348 *c.* 339	Ll. + A1 in red. 10.81.	D. F. C. Beck, N. Shields.
1893.							
Not heard of since sailing on 16th January 1893.	"Juno." 92,712. Barque. 28 years.	Truro, N.S.	Newport, N.S.	Wood	*a.* 1,019 *b.* 958 *c.* 942	Not classed	T. G. McMulten, Truro, N.S.
Not heard of since leaving Elsinore on 9th November 1893.	"Catharine," 28,302. Schooner. 33 years.	Montrose	Newburgh, Fife-shire.	Wood	*a.* 111 *b.* 98 *c.* 111	Not classed	W. Dickinson, Sunderland.
Not heard of since leaving Elsinore on 9th November 1893.	"Zephyr." 25,977. Schooner. 34 years.	Berwick-on-Tweed	Montrose	Wood	*a.* 112 *b.* 99 *c.* 109	Not classed	J. Weatherhead, Eyemouth.
1890.							(*b.*) BOUND BETWEEN
Not heard of since sailing on 28th November 1890.	"Edmund." 77,734. Brigantine. 11 years.	Digby, N.S.	Digby, N.S.	Wood	*a.* 155 *b.* 149 *c.* 131	Not classed	G. W. Meritt, St. John, N.B.
Not heard of since being seen about 40 miles E. of Mount Desert, U.S.A., on 8th December 1890.	"Holmes." 85,986. Schooner. 8 years.	St. John, N.B.	Clifton, N.B.	Wood	*a.* 121 *b.* 121 *c.* 105	Not classed	G. M. Branscombe, Portland, St. John, N.B.
1893.							
Not heard of since 2nd Dec. 1893.	"Assistant." 86,962. Brig. 4 years.	Kingston, Jam.	Stavanger	Wood	*a.* 197 *b.* 186 *c.* 172	Not classed	S. Soutar, St. Andrew, Jamaica.
1891.							(*c.*) IN UNITED KINGDOM
Not heard of since sailing on 25th October 1891.	"Emily." 33,878. Brigantine. 37 years.	Belfast	Bridport, Dorsetshire.	Wood	*a.* 171 *b.* 166 *c.* 166	Not classed	J. Cutter, Morpeth.
1892.							
Not heard of since sailing on 16th February 1892.	"William Wells." 492. Schooner. 47 years.	Goole	Hull	Wood	*a.* — *b.* 72 *c.* —	Not classed	W. Walker, Goole
1890.							(*d.*) IN FOREIGN AND
Not heard of since sailing on 14th June 1890.	"Kentish Lass." 68,367. Barque. 18 years.	Wellington, N.Z.	Bideford	Wood	*a.* 326 *b.* 306 *c.* 271	Not classed	J. Hutchin, Wellington, N.Z.
Not heard of since sailing on 11th August 1890.	"May Jennings." 83,871. Schooner. 8 years.	Melbourne	Stockton, N.S.W.	Wood	*a.* — *b.* 61 *c.* —	Not classed	J. Garnsworthy, Williamstown, Victoria.
1893.							
Crew not heard of since sailing on 20th February 1893.	"Northern Star." 73,072. Barque. 18 years.	Auckland, N.Z.	Prince Edward Island.	Wood	*a.* 338 *b.* 327 *c.* 311	Not classed	G. T. Niccol, Auckland, N.Z.
Not heard of since leaving Genoa (Victoria) on 16th May 1893.	"Star of Mallacoota." 95,983. Ketch. 2 years.	Melbourne	Mallacoota	Wood	*a.* — *b.* 13 *c.* —	Not classed	H. Bucknall, Mallacoota.

SHIPS MISSING.

Cargo.		Voyage.		Lives Lost.	
Nature and Quantity.	Particulars of Deck Load (if any).	From	To	No. of Crew and Passengers (if any.)	Remarks.
THE UNITED KINGDOM.					
Spool wood	No deck load	Bangor, Maine, U.S.A.	Bowling, R. Clyde.	18	Inquiry was ordered in this case, but afterwards abandoned, owing to the difficulty in obtaining satisfactory evidence.
Mahogany, about 315 tons	Had only one log on deck	Laguna, Mexico	Queenstown or Falmouth, for orders.	9	The "Parthenia" on leaving Laguna struck on the bar and remained there three days, but got off without any apparent damage. The managing owner suggests that she may subsequently have met bad weather or ice.
Deals, quantity not stated	Had a deck load; dimensions not stated.	St. John, N.B.	Dundalk	9	The "Minnie G. Elkin" is reported to have left port in good condition after being thoroughly overhauled and repaired. A lifebuoy belonging to her was picked up on 9th September 1891 in the N. Atlantic amongst some wreckage.
Deals, 450 tons	No deck load	Dalhousie, N.B.	Glasgow	9	The "Selma" was extensively repaired in Liverpool in 1891.
Wooden goods	Not stated whether a deck load was carried.	Halifax, N.S.	Queenstown, for orders.	Suppd. 14	——
Pit chocks, 180 to 190 tons	Not stated whether a deck load was carried.	Dantzic	W. Hartlepool	6	——
Fir wood, "154 pinewood timber ends, and 640 pinewood half-crossings, of which 124 formed the deck load."	Had a deck load, which is reported to have been secured in the ordinary way.	Dantzic	Newcastle-on-Tyne.	5	——
PORTS ABROAD.					
Shingles, pine boards, and planks (quantity not stated).	Had a deck load (quantity not stated).	St. John, N.B.	Barbadoes	7	——
Pine boards (quantity not stated).	Had a deck load (quantity not stated).	St. John, N.B.	Boston, Mass.	5	It is thought that the "Holmes" may have capsized in the great gale of the 5th January 1891. A vessel, supposed to be the "Holmes," was seen bottom up about 300 miles E. of Sandy Hook.
Lumber 144,000 feet	Had a deck load of 35,000 feet, 5 feet high.	Mobile	Kingston, Jamaica.	8	——
COASTING TRADE.					
Home-grown timber (quantity not stated).	Had a deck load of seven pieces of oak and five pieces of elm timber, weighing altogether above 30 tons.	Fenit	Newcastle	7	It is reported that the deck load was not properly secured. Owner supposes vessel was lost in the gale of 11th November, 1892.
English round timber (elm), about 90 tons. The total loading was 61 loads of 40 ft. string measure to the load, and the separate pieces of timber averaged 18 to 20 ft. in length.	Had four pieces of English round timber on deck, equal to about 8 or 8½ loads. These were carried alongside the hatch coamings, two pieces on each side of the hatch. They were secured by "jamming" and were blocked up and chained.	Exeter	Dublin	4	Stated to have left port in good condition. There was very stormy weather in the Channel a day or two after she sailed.
COLONIAL LOCAL TRADES.					
Kauri logs	Not stated whether a deck load was carried.	Hokianga, N.Z.	Sydney, N.S.W.	10	——
Timber and staves	Not stated whether a deck load was carried.	Penguin, Tasmania.	Sydney, N.S.W.	5	The Melbourne Marine Board found that the "May Jennings" was fully equipped and in good order at time of sailing on her last voyage.
Baulk timber, 200 tons, and 60 tons of ballast.	Had a deck load; dimensions not stated.	Hokianga, N.Z.	Wellington, N.Z.	8	The hull of the "Northern Star" was washed ashore bottom upwards at Kaipara, N. Z., on the 16th March 1893. The whole of her bow from deck to keel had been cut clean away, as if she had been in collision.
Timber (quantity not stated)	Not stated whether a deck load was carried.	Genoa, Victoria.	Eden, N.S.W.	3	——

SUMMARY OF PART I.

Timber Laden Ships—Foundered and Missing—Voyages.

Ships belonging to the United Kingdom and to British Possessions Abroad, Years 1873 to 1893.

FOUNDERED.

Year.	Bound to the United Kingdom from Foreign or Colonial Ports.				Bound between Ports Abroad.				In United Kingdom Coasting Trade.				In Foreign and Colonial Local Trades.				Total.				Grand Total.	
	Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.			
	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.
1873	—	—	18	22	—	—	4	5	—	—	1	—	—	—	4	2	—	—	27	29	27	29
1874	—	—	14	29	—	—	5	—	—	—	—	—	—	—	2	—	—	—	21	29	21	29
1875	—	—	9	16	—	—	5	1	—	—	1	—	—	—	2	1	—	—	17	18	17	18
1876	—	—	8	28	—	—	2	—	—	—	—	—	—	—	4	18	—	—	14	46	14	46
1877	—	—	11	5	—	—	5	1	—	—	1	—	—	—	1	—	—	—	18	6	18	6
1878	—	—	8	—	—	—	6	6	—	—	—	—	—	—	2	—	—	—	16	6	16	6
1879	—	—	2	16	—	—	6	—	—	—	—	—	—	—	3	1	—	—	11	17	11	17
1880	—	—	26	55	—	—	5	3	—	—	—	—	—	—	3	1	—	—	34	59	34	59
1881	—	—	19	39	—	—	5	3	—	—	1	—	—	—	4	4	—	—	29	46	29	46
1882	1	—	2	1	—	—	2	—	—	—	1	1	—	—	4	—	1	—	9	2	10	2
1883	—	—	5	15	—	—	5	23	—	—	1	—	—	—	3	—	—	—	14	38	14	38
1884	—	—	4	9	—	—	1	—	—	—	1	—	—	—	3	—	—	—	9	9	9	9
1885	—	—	2	—	—	—	2	10	—	—	—	—	—	—	1	1	—	—	5	11	5	11
1886	—	—	7	3	—	—	4	—	—	—	3	—	—	—	1	—	—	—	15	3	15	3
1887	—	—	6	—	—	—	10	9	—	—	—	—	—	—	5	—	—	—	21	9	21	9
1888	—	—	2	—	1	—	—	—	—	—	1	4	1	—	3	—	2	—	6	4	8	4
1889	—	—	2	3	—	—	5	2	—	—	—	—	—	—	7	4	—	—	14	9	14	9
1890	1	—	10	—	—	—	2	—	—	—	—	—	—	—	3	—	1	—	15	—	16	—
1891	—	—	5	—	—	—	3	—	—	—	—	—	—	—	8	2	—	—	16	2	16	2
1892	—	—	6	26	—	—	4	4	—	—	—	—	2	—	3	—	2	—	13	30	15	30
1893	—	—	4	—	—	—	4	—	—	—	—	—	—	—	2	—	—	—	10	—	10	—

MISSING.

1873	—	—	9	115	—	—	1	8	—	—	3	15	—	—	1	10	—	—	14	148	14	148
1874	—	—	5	85	—	—	2	13	—	—	—	—	—	—	1	4	—	—	8	102	8	102
1875	—	—	2	44	—	—	—	—	—	—	—	—	—	—	1	5	—	—	3	49	3	49
1876	—	—	1	8	—	—	2	36	—	—	—	—	—	—	1	12	—	—	4	56	4	56
1877	—	—	2	34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	34	2	34
1878	1	20	2	24	—	—	1	5	—	—	—	—	—	—	2	30	1	20	5	59	6	79
1879	—	—	1	10	—	—	1	8	—	—	—	—	—	—	—	—	—	—	2	18	2	18
1880	—	—	6	109	—	—	—	—	—	—	—	—	—	—	3	6	—	—	9	115	9	115
1881	—	—	10	148	—	—	5	72	—	—	—	—	—	—	1	9	—	—	16	229	16	229
1882	—	—	1	17	—	—	1	7	—	—	—	—	—	—	2	8	—	—	4	32	4	32
1883	—	—	5	97	—	—	1	9	—	—	2	7	—	—	—	—	—	—	8	113	8	113
1884	—	—	2	36	—	—	2	16	—	—	1	5	—	—	2	9	—	—	7	66	7	66
1885	—	—	3	42	—	—	2	21	—	—	—	—	—	—	—	—	—	—	5	63	5	63
1886	—	—	6	83	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	83	6	83
1887	1	18	2	25	—	—	2	16	—	—	1	2	1	6	2	12	2	24	7	55	9	79
1888	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1889	—	—	2	33	—	—	2	15	—	—	—	—	—	—	—	—	—	—	4	48	4	48
1890	—	—	1	9	—	—	2	12	—	—	—	—	—	—	2	15	—	—	5	36	5	36
1891	—	—	1	9	—	—	—	—	—	—	1	7	—	—	—	—	—	—	2	16	2	16
1892	—	—	1	9	—	—	—	—	—	—	1	4	—	—	—	—	—	—	2	13	2	13
1893	—	—	3	25	—	—	1	8	—	—	—	—	—	—	2	11	—	—	6	44	6	44

TOTAL.

1873	—	—	27	137	—	—	5	13	—	—	4	15	—	—	5	12	—	—	41	177	41	177
1874	—	—	19	114	—	—	7	13	—	—	—	—	—	—	3	4	—	—	29	131	29	131
1875	—	—	11	60	—	—	5	1	—	—	1	—	—	—	3	6	—	—	20	67	20	67
1876	—	—	9	36	—	—	4	36	—	—	—	—	—	—	5	30	—	—	18	102	18	102
1877	—	—	13	39	—	—	5	1	—	—	1	—	—	—	1	—	—	—	20	40	20	40
1878	1	20	10	24	—	—	7	11	—	—	—	—	—	—	4	30	1	20	21	65	22	85
1879	—	—	3	26	—	—	7	8	—	—	—	—	—	—	3	1	—	—	13	35	13	35
1880	—	—	32	164	—	—	5	3	—	—	—	—	—	—	6	7	—	—	43	174	43	174
1881	—	—	29	187	—	—	10	75	—	—	1	—	—	—	5	13	—	—	45	275	45	275
1882	1	—	3	18	—	—	3	7	—	—	1	1	—	—	6	8	1	—	13	34	14	34
1883	—	—	10	112	—	—	6	32	—	—	3	7	—	—	3	—	—	—	22	151	22	151
1884	—	—	6	45	—	—	3	16	—	—	2	5	—	—	5	9	—	—	16	75	16	75
1885	—	—	5	42	—	—	4	31	—	—	—	—	—	—	1	1	—	—	10	74	10	74
1886	—	—	13	86	—	—	4	—	—	—	3	—	—	—	1	—	—	—	21	86	21	86
1887	1	18	8	25	—	—	12	25	—	—	1	2	1	6	7	12	2	24	28	64	30	88
1888	—	—	2	—	1	—	—	—	—	—	1	4	1	—	3	—	2	—	6	4	8	4
1889	—	—	4	36	—	—	7	18	—	—	—	—	—	—	7	4	—	—	18	58	18	58
1890	1	—	11	9	—	—	4	12	—	—	—	—	—	—	5	15	1	—	20	36	21	36
1891	—	—	6	9	—	—	3	—	—	—	1	7	—	—	8	2	—	—	18	18	18	18
1892	—	—	7	35	—	—	4	4	—	—	1	4	2	—	3	—	2	—	15	43	17	43
1893	—	—	7	25	—	—	5	8	—	—	—	—	—	—	4	11	—	—	16	44	16	44

PART II.—TIMBER LADEN SHIPS. MISCELLANEOUS CASUALTIES ATTENDED WITH LOSS OF LIFE, 1890 TO 1893.

PART II.—TIMBER LADEN SHIPS—MISCELLANEOUS

DETAILED LIST of BRITISH TIMBER LADEN SHIPS reported to the BOARD OF TRADE as having Fires, or Vessels Missing) which were attended with Loss of Life between the

(1.) Steamships.

The cases in each Division being further

(*a.*) Bound to Ports in the United Kingdom from Foreign or Colonial Ports.
(*b.*) Bound between Ports Abroad.

Note.—Timber Laden Ships which met with Casualties unattended with Loss of Life are not shown in this Return. In

(1.) TIMBER LADEN STEAMSHIPS—MISCEL-

Date of Casualty.	Name, Official Number, and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross. *b.* Net. *c.* Under Deck.	Classification.	Name and Address of Owner.
1890.							(*a.*) BOUND TO PORTS IN
28th August	"Risca." 55,163. 24 years.	Middlesbro'	Stockton-on-Tees	Iron	*a.* 701 *b.* 453 *c.* 663	Not classed	E. Harris, Middlesbro'.
1892.							
11th September	"Ravenspur." 73,149. 17 years.	Hull	Stockton-on-Tees	Iron	*a.* 1,389 *b.* 901 *c.* 1,086	Ll. + 90, A1., 12.91.	H. Briggs, Hull
1890.							(*b.*) BOUND BETWEEN
3rd October	"Hesleyside." 86,089. 8 years.	Newcastle-on-Tyne.	Sunderland	Iron	*a.* 688 *b.* 440 *c.* 546	Ll. 100, A1., 4.90.	W. C. Charlton, Newcastle-on-Tyne.

CASUALTIES ATTENDED WITH LOSS OF LIFE, 1890 to 1893.

met with Miscellaneous Casualties (*i.e.*, other than Founderings, Strandings, Collisions, 1st of January 1890 and the 31st of December 1893, in Two Divisions, viz. :—

(2.) Sailing Ships :—

classified according to whether the Ships were—

(*c.*) In the Coasting Trade of the United Kingdom.
(*d.*) In Foreign and Colonial Local Trades.

only three cases included in the following list the Registers of the Vessels were closed in consequence of the Casualties.

LANEOUS CASUALTIES WITH LOSS OF LIFE.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives Lost.	State of Weather at Time of Casualty.	Place of Casualty.	Remarks.
Nature and Quantity.	Particulars of Deck Load (if any).	From	To					
THE UNITED KINGDOM.								
Deals, battens, and boards.	Upon arrival vessel had a deck load of 98 $\frac{4}{120}$ measurement tons, consisting of deals and boards, in five divisions, two of which were 6 ft., another two, 3 ft., and the other 4 ft. high. The load was stowed on the fore and after decks, and secured by upright deal stanchions.	Cronstadt (Sailed on 26th Aug. 1890.)	Wisbeach	15	1	S.S.E. 11 -	Lat. 58° 55′ N., Lon. 21° 35′ E., Baltic.	Vessel experienced very heavy weather, and put into Reval with pumps choked, and loss of about 4,500 planks, deals, &c., from her deck load. The steering wheel chains were also broken, stoke-hole plates washed up, bunker bottom started; and the deck cargo washing about the deck rendered the vessel almost helpless.
Deals, &c. - -	Had a deck cargo of about 70 standards. On the after deck, where accident happened, there were about 25 standards, and the load was about 2 ft. 8 in. high.	Cronstadt (Sailed on 11th Sept. 1892.)	Hull	18	1	W. 2 - -	About 7 miles from Cronstadt, Gulf of Finland.	While the second mate and an A.B. were securing the deck load on the after deck by means of chains and a winch, the shackle securing the leading block at the heel of the derrick broke, and the chain jammed the A.B. against the winch. Vessel put back, and the man was taken to hospital, but he afterwards died.
PORTS ABROAD.								
Deals and battens. 300 standards, including deck load.	Had a full deck load of 85 standards, extending from the after part of the forecastle to the stern. The deals were stowed on edge, fore and aft; and on the fore deck were about 9 ft. high, and on the three-quarter deck about 6 ft. high, while on the bridge they were about 2 ft. 3 in. high. Deals were placed at intervals of 8 or 10 ft. on end round the sides of the vessel and secured to the iron stanchions, and other planks were fastened to the uprights, these forming altogether a temporary bulwark, with the exception of the stem, which was left open. In the fore part of the vessel two rows of planks about 18 in. apart formed this temporary bulwark, while aft there was only one row about breast high. The deals stowed lengthwise on edge, fore and aft throughout, wedged themselves up to the stanchions. On the fore deck the cargo was secured by chain lashings from side to side, which were carried round the iron stanchions of the main bulwark and frapped together. The aft deck cargo was not so efficiently secured, as the lashings were of rope only and simply passed from side to side round the temporary stanchions. It was admitted that in securing the aft deck cargo the lashings could not be fastened to the iron stanchions because the precaution had not been taken to place the lashings in position before the cargo was stowed.	Sundsvall (Sailed on 24th Sept. 1890.)	Trouville	14	1	N.W. 7 -	About 30 miles W.N.W. of Hantsholmen Light, North Sea.	On the 3rd October during a gale, a heavy sea came over the stern, starting the deck cargo aft, and breaking the rope lashings. The vessel's head was then put to sea, and cargo secured so far as possible. Soon afterwards, the second mate was missed, and it is supposed that he was carried overboard while putting the log over. Gale continued to increase, and on the 4th vessel again fell off in the trough, and was struck by a heavy sea on starboard side, which started cargo fore and aft, shifting it, and giving the vessel a heavy list to port, carrying overboard 10 or 12 standards, smashing wheel, and rendering jolly boat useless. Vessel was got upright by shifting the cargo, and on weather moderating she proceeded and arrived at Trouville on the 10th October. The Court found that the master and mate were to blame for the defective manner in which the deck cargo was stowed and secured, prejudicially affecting the trim of the ship. This was the prime cause of the disaster. They were further of opinion that vessel carried too heavy a deck load, having regard to the manner in which it was stowed.

(2.) TIMBER LADEN SAILING SHIPS—MISCEL-

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross. *b.* Net. *c.* Under Deck.	Classification.	Name and Address of Owner.
1890.						(*a.*) Bound to Ports in	
24th January	"Emblem." 80,749. Barque. 10 years.	Quebec	St. Joseph de Levis.	Wood	*a.* 1,171 *b.* 1,152 *c.* 1,059	B. Ver. 3/3 L. 1.1. for 13 years from 9.80–12.86.	Ross & Co., Quebec
19th September	"John Evans." 62,855. Schooner. 17 years.	Portmadoc	Portmadoc	Wood	*a.* 134 *b.* 126 *c.* 134	Ll. A1 contd. for 9 years from 3.86–6.86.	J. Jones, Portmadoc.
12th October	"Melmerby." 49,886. Barque. 27 years.	Liverpool	St. John, N.B.	Wood	*a.* 1,510 *b.* 1,487 *c.* 1,367	Not classed	A. Cassels (W. H. Ross & Co.), Liverpool.
1891.							
20th October	"Buda." 80,090. Brigantine. 10 years.	St. John, N.B.	St. John, N.B.	Wood	*a.* 346 *b.* 312 *c.* 299	B. Ver. 3/3 A 1.1. for 12 years from 9.81–5.91.	H. J. Olive, St. John, N.B.
1892.							
6th March	"Minnehaha." 18,185. Barque. 32 years.	Londonderry	St. John, N.B.	Wood	*a.* 1,104 *b.* 1,072 *c.* 1,000	Not classed	B. H. McCorkell, Londonderry.
1893.							
8th December	"Cambusdoon." 80,096. Barque. 12 years.	St. John, N.B.	Gardner's Creek, N.B.	Wood	*a.* 1,252 *b.* 1,198 *c.* 1,108	B. Ver. 3/3 L 1.1 for 7 years from 1.93–10.93.	J. Kennedy, St. John, N.B.

LANEOUS CASUALTIES WITH LOSS OF LIFE.

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives Lost.	State of Weather at Time of Casualty.	Place of Casualty.	Remarks.
Nature and Quantity.	Particulars of Deck Load (if any).	From	To					
THE UNITED KINGDOM.								
Pitch pine -	No deck load -	Mobile (Sailed on 16th Dec. 1889.)	Liverpool	15	1	S.W. 10 to 12	Lat. 49° N., Lon. 18° 40′ W., N. Atlantic.	Vessel met with continuous heavy weather, and on the 24th January she shipped a tremendous sea which washed the master overboard. The after boats were smashed and everything movable on deck swept away.
Wooden pit props, about 160 tons.	Had a deck load -	Corunna (Sailed on 16th Sept. 1890.)	Cardiff -	6	1	S. 10 - -	English Channel, 28 m. W.S.W. of the Bishop Rock, Scilly.	During a whole gale a heavy sea washed overboard an ordinary seaman and carried away everything movable on deck, together with some bulwarks on both sides, &c., and about four tons of deck cargo. Owing to the bad weather and the darkness of the night, it was impossible to do anything to save the man.
Lumber and deals, about 1,568 tons.	Had a deck load. Three tiers of logs and deals were stacked on deck about 7 ft. high from the fore part of the poop to the fore part of the main-hatch. Two tiers of logs and deals, about 4 ft. high, were stacked from the fore part of the main-hatch forward and one tier of logs and deals was stacked forward to the break of the forecastle head.	Quebec (Sailed on 1st Oct. 1890.)	Greenock	21	15	Storm - -	Near Roy's Island, Little Harbour, Nova Scotia.	On 5th October the "Melmerby" encountered a gale and shipped a quantity of water. Next day she became waterlogged and the deck load breaking adrift smashed the pumps, &c., and carried away the wheel and deckhouse. Three vessels were spoken at different times, but the master refused to leave and with the master of one of the vessels—a Nova Scotian schooner—acting as pilot, endeavours were made to reach Pictou. On 11th October, however, a storm of exceptional violence rendered the "Melmerby" totally unmanageable. She had then lost her three masts, &c., and next day, about 1.30 p.m., after driving about helplessly, she went broadside on to a ledge of rocks near Roy's Island, Nova Scotia. The master, mates, and 13 of the crew took to the only remaining boat, but it capsized and all its occupants, except an A.B., who managed to reach the shore, were drowned. Two men swam ashore from the vessel on the 13th October, and on the 15th the remaining four, including the pilot, were rescued by a volunteer crew from shore. Vessel a total wreck. Register closed.
Deals, 450 tons -	The master deposed that on leaving Quebec the deck load was 5 to 6 ft. high, and consisted of about 40 standards or about 99 measurement tons. The surveyor who saw the vessel when subsequently under repair, was told that the load measured about 76 ft. by 25 ft. by 5 ft. 5 in. and consisted of about 60 standards of 165 cubic ft. per standard. It was secured by six spars, on planks equally divided over the vessel, lashed to the quarter pipes and to ring bolts in bulwarks and deck.	Quebec (Sailed on 30th Sept. 1891.)	Penarth, for orders (afterwards proceeded to Sharpness).	8	1	Stormy -	N. Atlantic -	The "Buda" encountered bad weather with heavy seas from the 14th October and became leaky and full of water. Portions of the deck load were washed away and some jettisoned. The wheel was once carried away, but repaired, and on 20th October it was again carried away and the helmsman washed overboard and lost. Vessel was then hove to and a line thrown to the man, but it was of no avail and there was too much sea to launch a boat. Later on the decks were found to be rising and holes were cut in them to let out air and water. Afterwards, on weather moderating, the pumps were got to suck and vessel reached port.
Pitch pine about 1,40 tons.	No deck load -	Ship Island, U.S.A.	Liverpool	17	1	N.N.E. 12 -	Lat. 42° 45′ N., Lon. 28° 38′ W., N. Atlantic.	At 2.45 a.m. on the 6th March, while vessel was hove to in a hurricane, the second mate was carried overboard by a sea shipped over the poop. Lines were thrown to him and he got hold of one, but vessel giving a heavy lurch, he lost his hold and was not seen again. The same sea also broke the windmill pump, carried away azimuth compass, and tore the weather cloth off the mizen rigging. Later on a sea over the bow carried away the long boat and smashed the lifeboat, &c.
Deals - -	Had a deck load of 58·38 measurement tons not exceeding 3 ft. in height.	St. John, N.B. (Sailed on 19th Nov. 1893.)	Glasgow -	16	1	N.W. 12, with the sea washing over the ship.	Lat. 51° 50′ N., Lon. 17° W., N. Atlantic.	Owing to the sea washing over the ship the A.B. on the look-out was standing on the deck-house and sheltering by the long boat, when a heavy sea tore away and damaged the boat and jammed the man between the boat and the mainstay. No one saw the accident, but the man was found dead by the relief look-out at midnight.

(2.) Timber Laden Sailing Ships—Miscel-

Date of Casualty.	Name, Official Number, Rig, and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross *b.* Net *c.* Under Deck.	Classification.	Name and Address of Owner.
1890.							(*b.*) BOUND BETWEEN
2nd January -	"Cathaya." 47,623. Barque. 27 years.	London - -	Workington -	Wood -	*a.* 790 *b.* 790 *c.* 755	Ll. 14, A1, *contd.*, 5 years, 11.86.	J. J. Jacobs, London.
1891.							
26th September -	"Mooltan." 81,370. Ship. 11 years.	Liverpool - -	Stockton - -	Iron -	*a.* 1,725 *b.* 1,668 *c.* 1,589	Ll.+ 100 A.1, Liv. A1*1 in red, 5.91.	British and Eastern Shipping Co., Ld. (J. Macdonald, Manager), Liverpool.
1892.							
—— February -	"Patriot." 94,857. Schooner. 2 years.	Parrsboro', N.S. -	Advocate, N.S. -	Wood -	*a.* 124 *b.* 107 *c.* 102	Not classed -	G. A. Morris, Advocate, N.S.
14th April - -	"Moss Glen." 83,312. Schooner. 8 years.	Port Medway, N.S.	Port Medway, N.S.	Wood -	*a.* 150 *b.* 150 *c.* 124	Not classed -	T. Forham, Halifax, N.S.
—— May - -	"L. P." 92,376. Schooner. 4 years.	St. John, N.B. -	Cumberland Bay, N.B.	Wood -	*a.* — *b.* 98 *c.* —	Not classed -	J. F. Watson, St. John, N.B.
13th November -	"Glasgow." 47,575. Barque. 29 years.	Dundee - -	Govan - -	Iron -	*a.* 1,222 *b.* 1,143 *c.* 1,086	Ll. + * AA1, 7.91	C. Barrie, Dundee
—— December -	"Neva." 96,971. Schooner. 1 year.	Shelburne, N.S. -	Shelburne, N.S. -	Wood -	*a.* 173 *b.* 173 *c.* 149	Not classed -	J. A. McGowan, Shelburne, N.S.
1893.							
18th February -	"Swanhilda." 100,011. Schooner. New.	Annapolis, N.S. -	Granville, N.S. -	Wood -	*a.* 136 *b.* 120 *c.* 113	Not classed -	S. Groves, Granville Ferry, N.S.
22nd February -	"Phœnix." 85,620. Schooner. 10 years.	Parrsboro', N.S. -	Parrsboro', N.S. -	Wood -	*a.* 406 *b.* 397 *c.* 347	B. Ver. 3/3 G. 1. 1. for 12 years from 4.84–10–93.	G. W. Newcomb, Parrsboro', N.S.
1892.							(*c.*) IN UNITED KINGDOM
About 13th September.	"Susie." 75,233. Ketch. 14 years.	Littlehampton -	Clymping, Sussex	Wood -	*a.* 68 *b.* 68 *c.* 68	Not classed -	J. Harvey, Littlehampton.

laneous Casualties with Loss of Life—*cont.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives Lost.	State of Weather at Time of Casualty.	Place of Casualty.	Remarks.
Nature and Quantity.	Particulars of Deck Load (if any).	From	To					
PORTS ABROAD.								
Pitch pine, about 1,050 tons.	Deck load consisted of 380 pitch-pine planks, each from 20 to 35 ft. long, by about 6 inches. It was stowed on each side of ship from poop to top-gallant forecastle, leaving a small space in the middle of vessel, the width of houses and hatches. This space was run over with boards. Height of deck load was about 2 ft., breadth each side of vessel about 10 ft., and length each side about 100 ft. It was secured both sides by houses, with cross-pieces and chains, lashed on to the ring bolts, and also lashed with chains, and secured by cross-pieces and wedged in various places.	Pensacola (Sailed on 3rd Dec. 1889.)	Hamburg	16	1	W. 9 - -	Lat. 30° 2′ N., Lon. 79° 20′ W., N. Atlantic.	This vessel met with a strong gale, and a heavy sea washed an A.B. overboard. Bulwarks were carried away, and subsequently the deck cargo on the port side between the deck houses broke adrift and a portion had to be jettisoned.
Timber (quantity not stated).	Not stated whether a deck load was carried.	Frederickstadt.	Melbourne	32	1	—	On voyage	The "Mooltan" shipped a sea, which smashed one of the boats and washed an apprentice overboard.
Lumber, 150 tons	Had a deck load; dimensions not stated.	St. John, N.B.	New York	5	5	—	N. Atlantic	The "Patriot" was found bottom up in Massachusetts Bay on 7th February 1892 and towed to Boston, Mass., where she was repaired. No further information as to casualty.
Logwood -	Had a deck load -	St. Marc, Hayti.	New York	Unknown.	1	Hurricane -	N. Atlantic	The "Moss Glen" experienced a hurricane, during which she lost part of deck load, had rail broken, sails split, and received damage about deck. One man was washed overboard while jettisoning some deck load.
Lumber and lime	- - - -	St. John, N.B.	New Bedford, Mass.	5	5	—	On voyage	The "L.P." was washed ashore on Nanset beach, U.S.A., on 20th May 1892, and on fire, with no one on board. A total loss.
Lumber, 804 mille	Had a deck load of 17 mille.	Pascagoula	Rio Janeiro	16	1	N.E., fresh breeze with a sudden gust.	Lat 22° 40′ N., Lon. 80° 23′ W., Straits of Florida.	A sudden gust struck the vessel, carrying away the strop of the maintopmast staysail sheet, and an A.B., who was working the sheet (presumably from aloft), was knocked overboard.
Logwood, 188 tons.	Had a deck load; dimensions not stated.	Black River, Jam.	Providence U.S.A.	7	1	N.W. very heavy.	About Lat. 37 N., Lon. 70 W., N. Atlantic.	Abandoned by crew after meeting heavy weather, but rescuing vessel placed a prize crew on board, who took her to New York. One of the original crew died in hospital from exposure at time of casualty. No further information.
Lumber, 200 tons	Had a deck load; dimensions not stated.	Annapolis, N.S.	Barbados	6	1	W.S.W. 9 -	Lat. 39 N., Lon. 62 W., N. Atlantic.	Heavy weather caused vessel to labour and strain heavily and make a deal of water. Crew were compelled to jettison deck load. An A.B. was washed overboard by a sea.
Lumber (quantity not stated).	Had a deck load; dimensions not stated.	St. John, N.B.	New York	8	1	N.E. snowstorm	Off Mount Desert, U.S.A.	In a heavy snow-storm one of the crew was washed overboard. The deck load was also carried away, and vessel badly damaged.
COASTING TRADE.								
Timber (in all about 91 loads), viz., 30 elm trees (hewn timber) containing 4,325 ft. calliper; three oak trees (hewn timber) containing 166 ft. calliper; two ash trees (round timber) containing 63 ft. string.	Deck cargo was over 6 ft. high and consisted of 15 elm trees or considerably more than one-third of the total loads. The timber was within about a foot or 14 ins. of the wheel and "covered the "whole deck so "that there was "scarcely room to stand in." The hatches were made water-tight and three of the trees put on them. Two of the trees were forward against the windlass and two were placed, one on each side, against the wheel. The main boom had to be raised to clear the timber. The trees being rather wet, probably ran about a ton to the load. The cargo is said to have been well stowed in the holds and made fast by blocks. The loading occupied about eight days and the master superintended during the last two days. The deck cargo was not made fast at Eling as, to save tide, vessel left immediately after loading. The stevedore says vessel had no list when she left Eling. The master told him she was rather below her loading line aft and not quite down to her dead mark loading line forward. Vessel's ordinary cargo on previous voyages had only been from 70 to 75 loads.	Eling via Southampton (left Eling on Sept. 10th and Southampton on Sept. 13th 1892).	London	4	4	—	English Channel.	The "Susie" was found derelict and bottom up by a tug 8 m. S.S.W. of Seaford Head, Sussex, on the morning of September 14th, towed to Newhaven and subsequently repaired. It would appear that she was overladen as regards her deck load, and that this contributed to the casualty.

(2.) Timber Laden Sailing Ships—Miscel-

Date of Casualty.	Name, Official Number, Rig and Age of Vessel.	Port of Registry.	Where Built.	Wood, Iron, Composite, or Steel.	Tonnages. *a.* Gross. *b.* Net. *c.* Under Deck.	Classification.	Name and Address of Owner.
1893.							(*c.*) In United Kingdom
22nd June	"Alert." 95,305. Ketch. 5 years.	Ipswich	Ipswich	Wood	*a.* — *b.* 78 *c.* —	Ll. + 10 A1, 2.89.	W. Bayley, junr., Ipswich.
1890.							(*d.*) In Foreign and
12th October	"Restive." 85,627. Schooner. 6 years.	Charlottetown, P.E.I.	Economy, N.S.	Wood	*a.* — *b.* 71 *c.* —	Not classed	J. Reid, Summerside, P.E.I.
1893.							
21st February	"Gazelle." 92,362. Three masted schooner. 6 years.	St. John, N.B.	St. John, N.B.	Wood	*a.* 281 *b.* 264 *c.* 240	Not classed	G. F. Baird, St. John, N.B.
13th May	"Coryl." 100,104. Schooner. 2 years.	Parrsboro', N.S.	Port Greville, N.S.	Wood	*a.* — *b.* 59 *c.* —	Not classed	H. Elderkin, Port Greville, N.S.
—— June	"Lizzie." 84,952. Cutter. 10 years.	Dunedin, N.Z.	Steward's Island, N.Z.	Wood	*a.* — *b.* 26 *c.* —	—	J. Livingston, Dunedin, N.Z.
Supposed 21st August.	"Enterprise." 80,380. Schooner. 12 years.	Parrsboro', N.S.	Parrsboro', N.S.	Wood	*a.* — *b.* 15 *c.* —	Not classed	J. Kerwin, Ross Creek, N.S.

laneous Casualties with Loss of Life—*cont.*

Cargo.		Voyage.		No. of Crew and Passengers (if any).	No. of Lives Lost.	State of Weather at Time of Casualty.	Place of Casualty.	Remarks.
Nature and Quantity.	Particulars of Deck Load (if any).	From	To					
COASTING TRADE—*cont.*								
Oak timber, 85 tons.	The deck cargo consisted of six pieces from 30 to 40 ft. long, averaging about 40 ft. measurement each. The load was carried from the fore shroud aft, there being nothing forward of the fore shroud. It was well secured with chains and did not shift.	London (Sailed on 19th June 1893.)	Selby, Yorks.	3	2	S.S.E strong, sea rough.	About 1¼ m. off Hasborough Light, Norfolk.	The master was at the helm. The two men fell or were carried overboard while trying to recover the square sail which had gone into the water through the jack stay giving way. The bulwarks where the men went over were only 2 ft. 2½ ins. high and though such was the usual height for this class of craft, the surveyor who reported on the case thought them too low for any seagoing vessel and suggested that rails should be provided as in fishing vessels. The loss was in no way due to the deck load.
COLONIAL LOCAL TRADES.								
Lumber (railway ties), quantity not stated.	Had a deck load; dimensions not stated.	Bay Chaleur, Canada.	Summerside, P.E.I.	4	1	N.E. 11 Misty with squalls.	Gulf of St. Lawrence.	The "Restive" met a gale and shipped heavy seas which carried away one hand, a portion of the deck load and the boat.
Dressed lumber	Had a deck load; dimensions not stated.	St. John, N.B.	St. John's, N.F.L.	About 7	1	Gale - -	Lat. 45° 40′ N., Lon. 57° 40′ W., N. Atlantic.	One man lost. Boats and davits washed overboard in a gale.
Deals, quantity not stated.	Not stated whether a deck load was carried.	Five Islands, N.S.	West Bay, N.S.	3	3	S.E. gale -	Minas Basin, Nova Scotia.	The "Coryl" went adrift from West Bay, N.S. in a gale and was picked up two days later with no one on board and brought to port. Her crew had evidently taken to the boat, but as this was subsequently found bottom up, there seems no doubt that the men were all drowned.
Timber, 37 tons	Had a deck load; dimensions not stated.	Hokitika, N.Z. (Sailed on 8th June 1893.)	Onehunga, N.Z.	3	3	—	Off the W. coast of South Island, New Zealand.	The "Lizzie" was passed bottom up on the 22nd June, 5 m. N. by W. of Cape Foulwind, N.Z., and on the 28th June she was towed into Westport, N.Z. When righted she was found to be dismasted and stripped of sails and rigging, with two bodies in the cabin. She is supposed to have capsized in a gale. A total loss.
Cordwood, quantity not stated.	Not stated whether a deck load was carried.	Ross Creek, King's Co., N.S.	Avonport, Hants Co., N.S.	3 and 1 passenger.	4	S.E. gale -	Minas Basin, Nova Scotia.	Found bottom up off Cape Blomidon and towed to Partridge Island. In the cabin was a man's dead body.

SUMMARY OF PART II.

Timber Laden Ships.—Miscellaneous Casualties, with Loss of Life.—Voyages.

Ships belonging to the United Kingdom and British Possessions Abroad. Years 1873 to 1893.

Year.	Bound to the United Kingdom from Foreign or Colonial Ports.				Bound between Ports Abroad.				In United Kingdom Coasting Trade.				In Foreign and Colonial Local Trades.				Total.				Grand Total.	
	Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.			
	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.	Vessels.	Lives Lost.
1873	—	—	3	8	—	—	3	6	—	—	1	5	—	—	—	—	—	—	7	19	7	19
1874	—	—	8	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	9	8	9
1875	1	2	5	11	—	—	1	1	—	—	—	—	—	—	2	4	1	2	8	16	9	18
1876	—	—	4	6	—	—	2	2	—	—	—	—	—	—	2	6	—	—	8	14	8	14
1877	—	—	6	9	—	—	—	—	—	—	1	1	—	—	—	—	—	—	7	10	7	10
1878	—	—	4	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	5	4	5
1879	—	—	—	—	—	—	—	—	—	—	1	3	—	—	1	2	—	—	2	5	2	5
1880	—	—	6	14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	14	6	14
1881	1	1	2	2	—	—	4	12	—	—	1	2	—	—	1	5	1	1	8	21	9	22
1882	2	2	3	8	—	—	1	2	—	—	—	—	—	—	2	4	2	2	6	14	8	16
1883	—	—	8	11	—	—	—	—	—	—	—	—	1	1	1	1	1	1	9	12	10	13
1884	—	—	4	4	—	—	1	1	—	—	1	1	—	—	—	—	—	—	6	6	6	6
1885	—	—	4	4	—	—	1	1	—	—	—	—	—	—	—	—	—	—	5	5	5	5
1886	—	—	7	10	—	—	2	2	—	—	1	1	—	—	4	16	—	—	14	29	14	29
1887	—	—	2	2	1	2	1	1	—	—	—	—	—	—	—	—	1	2	3	3	4	5
1888	—	—	4	5	1	1	—	—	—	—	—	—	—	—	—	—	1	1	4	5	5	6
1889	1	1	2	3	—	—	1	1	—	—	—	—	—	—	—	—	1	1	3	4	4	5
1890	1	1	3	17	1	1	1	1	—	—	—	—	—	—	1	1	2	2	5	19	7	21
1891	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	—	—	2	2	2	2
1892	1	1	1	1	—	—	5	13	—	—	1	4	—	—	—	—	1	1	7	18	8	19
1893	—	—	1	1	—	—	2	2	—	—	1	2	—	—	4	11	—	—	8	16	8	16

Note.—The above table includes 19 vessels which were so seriously damaged that their registers were closed in consequence of the casualties.

Board of Trade,
August 1894.

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